

NEBRASKA 2019 HIGHWAY SAFETY PLAN Annual Report



NDOT
Highway
Safety
Office

buzzed
driving is
drunk
driving
designate a sober driver

NEBRASKA
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY OFFICE

ANNUAL REPORT
FY2018 HIGHWAY SAFETY PLAN

October 1, 2018 – September 30, 2019

Pete Ricketts
Governor
State of Nebraska

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

Mark C. Segerstrom
Nebraska Highway Safety Administrator

NDOT - Highway Safety Office
P.O. Box 94612
5001 South 14th
Lincoln, Nebraska 68512
402/471-2515
Fax: 402/471-3865
<http://dot.nebraska.gov/safety/hso/>

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

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

Executive Summary

INTRODUCTION

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

During Fiscal Year FY2019, a total of \$5,341,076.31 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405f, 405e, and 1906 for a total of 387 grants. Forty percent of the funds were awarded to or for the local benefit of cities, counties, municipal government agencies, and non-profit organizations. The remainder was awarded to state agencies for traffic safety projects.

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

MISSION STATEMENT

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

ADDITIONAL OUTCOME PERFORMANCE MEASURES

Utilizing state crash data for fatal and injury (*A and ^B type) crashes, five-priority emphasis areas have been identified: 1) fatal, A and B injury crashes; 2) alcohol-impaired crashes; 3) occupant restraint use;

4) speed-related crashes, and 5) youth-involved (ages 16 to 20) crashes. A sixth emphasis area (“all other factors”) is utilized to address other issues when appropriate. Along with these, two other additional performance measures were added, distracted driving and nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes. (* A = Disabling Injury; ^ B = Visible, but not disabling injury)

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

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

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

STATE CRASH DATA SUMMARY

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

While 2019 state crash data was not yet available at the time the annual report was being compiled, progress is determined by comparing actual 2013-2017 moving average crash data with the 2018 final numbers because initial program activity begins in 2018. The 2018 crash data was projected at the time of the FY2019 HSP submission and have been revised in this report with actual 2018 numbers.

In comparing the 2013–2017 calendar base year average with 2018, the following areas of alcohol-impaired and youth involved fatal, A and B injury crashes showed a decrease of 6.4 percent and 3.5 percent respectively. While fatal, A and B injury and speed-related crashes showed an increase of 9.1 percent and .63 percent respectively. “All other factors” (minus alcohol and speed) crashes increased negligibly and the occupant restraint use decreased by 0.4 percentage points from 85.9 percent in 2017 to the 2018 use rate of 85.5%.

In the FY2019 HSP, a more aggressive approach of target setting was taken in several areas, including the overall target.

- Fatal, A and B injury crashes increased by .10 percent from the 2013-2017 calendar base year average of 4,923 to 4,928 in 2018.
- Alcohol-Impaired fatal, A and B injury crashes decreased by 6.4 percent from the 2013-2017 calendar base year average of 565 to 529 in 2018
- Observed occupant restraint use and child restraint use survey results in 2018:
 - The 2018 seat belt survey on observed drivers and front seat passenger’s safety belt usage rate decreased by 0.4 percentage points from 85.9 percent in 2017 to 85.5 percent in 2018. (The 2018 seat belt target of 86.3 percent was not reached).

- The child restraint use for children under age six increased by 0.4 percentage points from 97.0 percent in 2017 to 97.4 percent in 2018.
- Speed-Related fatal, A and B injury crashes increased by 10.5 percent, from the 2013-2017 calendar base year average of 287 to 317 in 2018.
- Youth-Involved (age 16 to 20) fatal, A and B injury crashes decreased by 3.3 percent, from the 2013-2017 calendar base year average of 1,340 to 1,296 in 2018.
- “All Other Factors” (minus alcohol and speed) fatal, A and B injury crashes increased negligibly, from the 2013-2017 calendar base year average of 4,068 to 4,082 in 2018.
- Distracted Driver fatal, A and B injury crashes increased by .1 percent from the 2013-2017 calendar base year average of 864 to 874 in 2018.
- Nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 15.6 percent from the 2013-2017 calendar base year average of 64 to 74 in 2018.
- The total number of fatal crashes decreased by 1 percent from the 2013-2017 calendar base year average of 203 to 201 in 2018.
- The total number of reported injury crashes increased by 5.2 percent from the 2013-2017 calendar base average of 11,656 to 12,259 in 2018.
- The number of persons injured also increased by 5 percent from the 2013-2017 calendar base average of 16,887 to 17,726 in 2018.
- Traffic fatalities increased by .88 percent (228 in 2017 to 230 in 2018) and the traffic fatality rate increased negligibly from 2017 to 2018 at 1.10 per 100 million vehicle miles traveled.

NEBRASKA PRIORITY COUNTIES FOR FISCAL YEAR 2019

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

FISCAL YEAR 2019 HIGHLIGHTS

- A total of 204 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 45,265 additional hours, 1,216 seat belt citations, 1,485 impaired driving arrests, 12,635 speeding citations and 77,462 total contacts.
- Mini-grant contracts were awarded to 62 law enforcement agencies to purchase traffic safety equipment, 32 radars, 28 in-car cameras, 56 preliminary breath testers and 3 evidentiary breath testing units in support of enforcement.
- The 32 radar units awarded resulted in a total of 796 speeding citations and 1,365 speeding warnings being issued.
- The 56 preliminary breath testing units resulted in 931 preliminary breath tests.
- The 28 in-car cameras awarded were used to record 1,374 traffic stops.
- The 3 evidentiary breath testing units awarded resulted in 67 evidentiary breath tests being conducted. Six refurbished DataMaster cdm were provided to various law enforcement agencies.
- There were 19 mini-grant contracts awarded to law enforcement and activities were carried out in 11 counties, 55% of the activity occurred in priority counties. There 433 selective overtime hours, 639 businesses checked, 26 sold to a minor and 16 MIP citations issued, total citations were 129.
- Nine inspection stations were provided funding to purchase 324 child safety seats for qualifying low income families, serving 25 counties.
- In 2019, 113 Child Passenger Safety Technicians (CPST) recertified, which is a 67.7% recertification rate for Nebraska. Nebraska has 18 inspection stations across the state, covering 61 of the 93 counties. There were four CPS classes, across the state bringing in 53 new CPST's, utilizing 18 Child Passenger Safety Technician Instructors. Nebraska had 145 CPST's attended an annual CPS Update in Lincoln.
- Eight sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities.
- There were 31 mini-grants awarded for training, surveys, and public information and education activities.
- A total of 89,700 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.
- Over 51,338 highway safety public information and educational material items were distributed, an increase due to a new Child Passenger Safety Law that began on January 1, 2019. Over 70 percent of the materials went to priority counties as defined by HSO.
- In October 2019, eighteen new Drug Recognition Experts completed all phases of DRE training and became certified.
- The Nebraska Law Enforcement Training Center provided 19 law enforcement courses, radar, in-car camera, ARIDE, crash investigation, etc. to 585 law enforcement personnel, 317 law enforcement and 176 non-law enforcement received training in preliminary breath testing and 223 law enforcement and 64 non-law enforcement received training in evidentiary breath testing.



RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

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

Core Outcome Measures		2012	2013	2014	2015	2016	2017	2018
C-1) Traffic Fatalities	Total	212	211	225	246	218	228	230
	Rural	161	170	177	173	166	159	171
	Urban	51	41	48	73	52	69	59
	Unknown	0	0	0	0	0	0	0
C-2) Serious Injuries (State Data)	Total	1,661	1,536	1,620	1,520	1,588	1,478	1,394
C-3) Fatalities Per 100 Million Vehicle Miles Driven**	Total	1.10	1.09	1.15	1.22	1.05	1.09	1.10
	Rural	1.44	1.51	1.55	1.52	1.46	1.38	1.46
	Urban	0.63	0.51	0.59	0.84	0.56	0.73	0.64
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	161	169	183	186	168	168	165
	Restrained	43	44	57	47	61	49	57
	Unrestrained	102	105	95	118	86	101	88
	Unknown	16	20	31	21	21	18	20
C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)**		73	60	60	65	62	67	66
C-6) Speed-Related Fatalities		44	39	49	37	36	37	29
C-7) Motorcyclist Fatalities	Total	22	14	20	25	20	27	23
	Helmeted	20	12	18	18	9	20	9
C-8) Unhelmeted Motorcyclist Fatalities	Unhelmeted	1	1	1	4	3	0	2
	Unknown	1	1	1	3	8	7	12
Drivers Involved in Fatal Crashes	Total	284	275	305	328	302	316	353
	Aged Under 15	2	0	2	0	0	0	0
	Aged 15-20	36	39	32	39	26	35	40
C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes	Aged Under 21	38	39	34	39	26	35	40
	Aged 21 and Over	245	233	270	287	275	277	308
	Unknown Age	1	3	1	2	8	4	5
C-10) Pedestrian Fatalities		15	12	9	19	12	20	24
C-11) Bicyclist and Other Cyclist Fatalities		0	0	2	4	1	3	0
Core Outcome Measure		2012	2013	2014	2015	2016	2017	2018
B-1) Statewide Observed Seat Belt Use for Passenger Vehicles Front Seat Outboard Occupants (Health Education Inc.)***		79%	79%	79%	80%	83%	86%	85.5%
Activity Measure		2012	2013	2014	2015	2016	2017	2018
A-1) Safety Belt Citations Grant Funded		4,213	3,178	2,790	1,914	1,837	2,503	1,102
A-2) Impaired Driving Arrests Grant Funded		2,293	2,611	1,301	775	1,183	1,368	1,150
A-3) Speeding Citations Grant Funded		30,968	19,097	17,415	15,513	22,788	19,375	9,346
<p>* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811025) **2018 State Vehicle Miles Traveled (VMT) State Data ***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash ****Nebraska Data State Survey</p>								

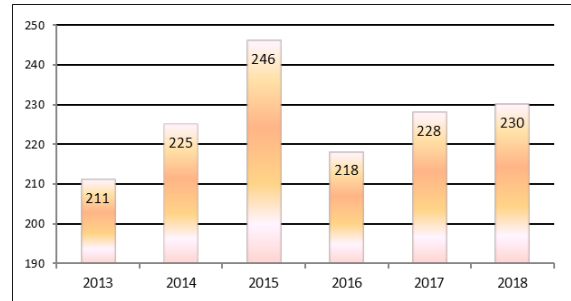
Note: The result of the targets reflects actual 2018 crash data. Nebraska traffic crash data for 2019 is unavailable at this time.

C-1) TRAFFIC FATALITIES (FARS/HSIP)

Target: To decrease the increasing trend for traffic fatalities by 7.7 percent from the 222 (5 year rolling average in 2012-2016) to 239 by December 31, 2019.

Result: Traffic fatalities increased 1.79 percent from the 2012-2016 calendar base year average of 222 to 228 in 2017.

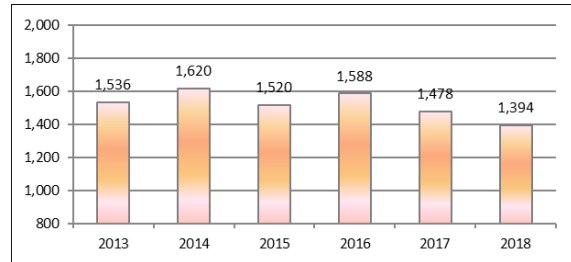
++2019 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



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

Target: To decrease serious traffic injuries by 6.1 percent from 1,585 (5 year rolling average in 2012-2016) to 1,540 December 31, 2019.

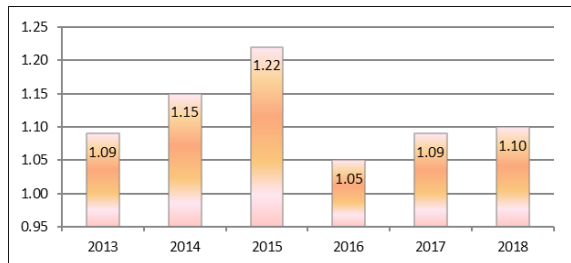
Result: Serious injuries decreased by 6.75 percent from the 2012-2016 calendar base year average of 1,585 to 1,478 in 2017.



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

Target: To maintain the increasing trend for fatalities/100 VMT by 5.8 percent increase from 1.12 percent (5 year rolling average in 2012-2016) to 1.18 by December 31, 2019.

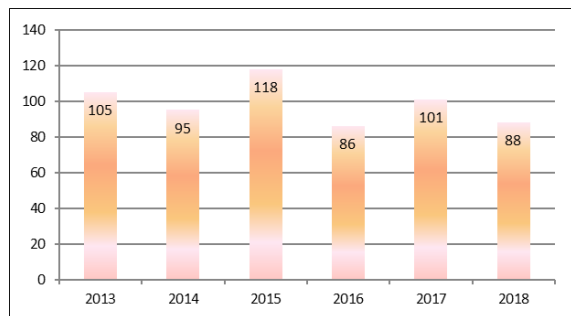
Result: Fatalities/VMT held steady at 0 percent increase from the 2012-2016 calendar base year average of 1.12 to 1.12 in 2017.



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

Target: To hold steady unrestrained passenger vehicle occupant fatalities, in all seating positions by 5.9 percent from 101 (2012-2016 rolling average) to 107, based on past trends, by December 31, 2019.

Result: Unrestrained passenger vehicle occupant fatalities in all seating positions increased by 1.0 percent from the 2011-2015 calendar base year average of 100 to 101 in 2017.

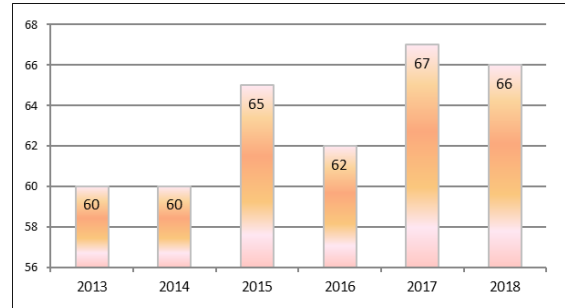


C-5) ALCOHOL-IMPAIRED DRIVING FATALITIES (BAC=.08+) (FARS)

Target: To maintain alcohol-impaired driving fatalities at 0 percent from 64 (2012-2016 rolling average) to 64, based on past trends, by December 31, 2019.

Result: Alcohol-impaired driving fatalities (BAC=.08+) increased by 9.8 percent from the 2011-2015 calendar base year average of 61 to 67 in 2017.

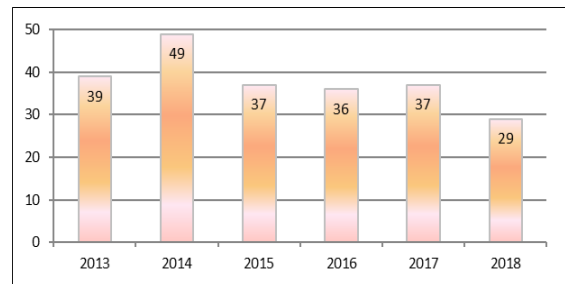
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018.



C-6) SPEED-RELATED FATALITIES (FARS)

Target: To hold steady speeding-related fatalities by 2.4 percent from 41 (2012-2016 rolling average) to 42, based on past trends, by December 31, 2019.

Result: Speed-related fatalities decreased by 7.5 percent from the 2011-2015 calendar base year average of 40 to 37 in 2017.

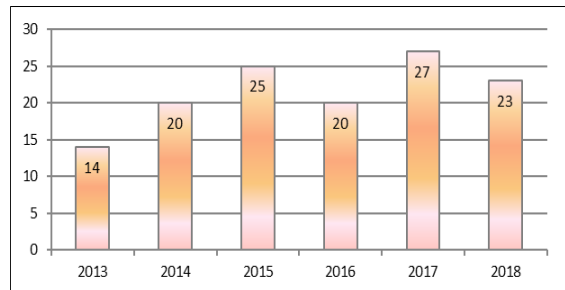


C-7) MOTORCYCLIST FATALITIES (FARS)

Target: To hold steady motorcyclist fatalities to 15.0 percent from 20 (2012-2016 rolling average) to 23, based on past trends, by December 31, 2019.

Result: Motorcyclist fatalities increased by 28.5 percent from the 2011-2015 calendar base year average of 21 to 27 in 2017.

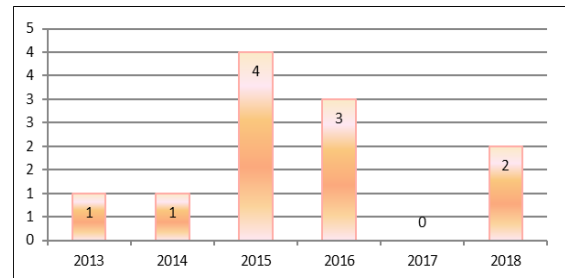
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018.



C-8) UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Target: To maintain unhelmeted motorcyclist fatalities by 0.0 percent from 2 (2012-2016 rolling average) to 2, based on past trends, by December 31, 2019.

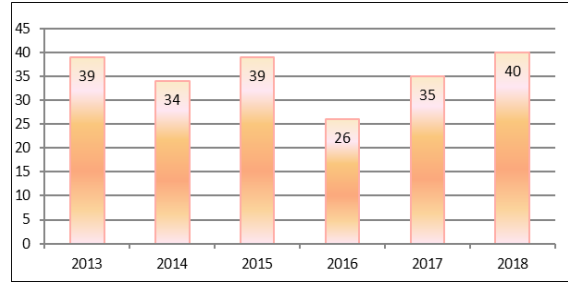
Result: Unhelmeted motorcyclist fatalities decreased by 100 percent from the 2011-2015 calendar base year average of 2 to 0 in 2017.



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

Target: To reduce drivers age 20 and younger involved in fatal crashes by 11.4 percent from 35 (2012-2016 rolling average) to 31, based on past trends, by December 31, 2019.

Result: Young drivers age 20 or younger involved in fatal crashes decreased by .0 percent from the 2011-2015 base year average of 35 to 35 in 2017.

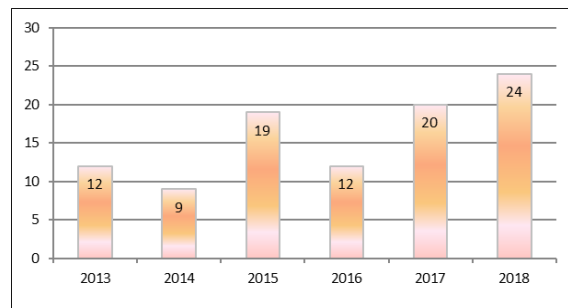


C-10) PEDESTRIAN FATALITIES (FARS)

Target: To hold steady pedestrian fatalities to 30.7 percent from 13 (2012-2016 rolling average) to 17, based on past trends, by December 31, 2019.

Result: Pedestrian fatalities increased by 60.0 percent from the 2011-2015 base year average of 12 to 20 in 2017.

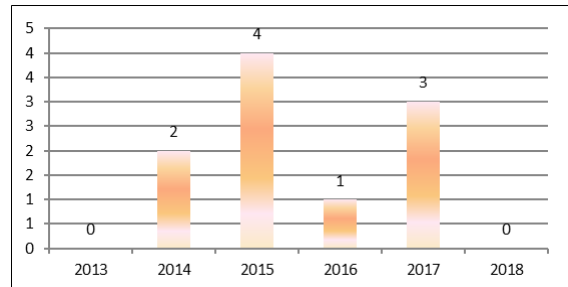
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018.



C-11) BICYCLIST FATALITIES (FARS)

Target: To maintain bicyclist fatalities by 0 percent from 1 (2012-2016 rolling average) to 1, based on past trends, by December 31, 2019.

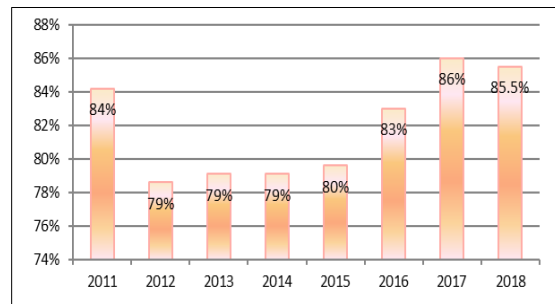
Result: Bicyclist fatalities increased by 50% from the 2011-2015 base year average of 2 to 3 in 2017.



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

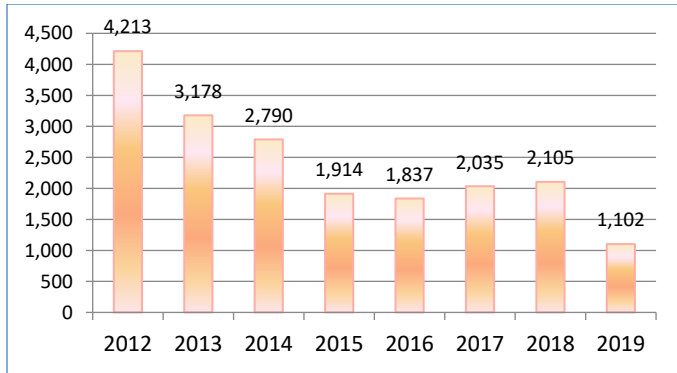
Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2017 calendar year usage rate 85.9 percent to 88.9 percent by December 31, 2019.

Result: The target in 2018 to increase seat belt usage 3.0 percentage points from 2016 calendar base year usage rate of 83.3 percent to 86.3 percent by December 31, 2018 was not met. Seat belt usage increased 2.2 percentage points from 2016 (83.3 percent) to 85.5 percent in 2018.

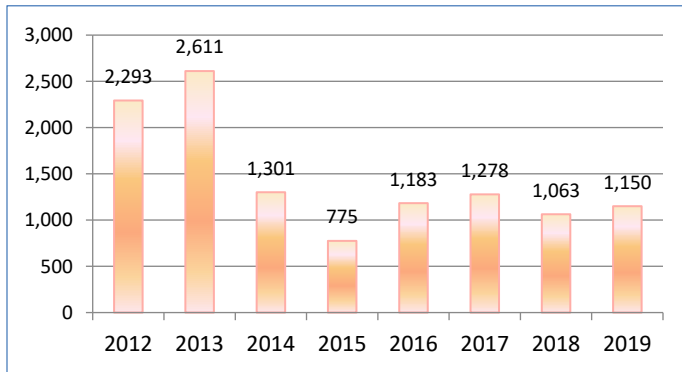


RESULTS - ACTIVITY PERFORMANCE MEASURES

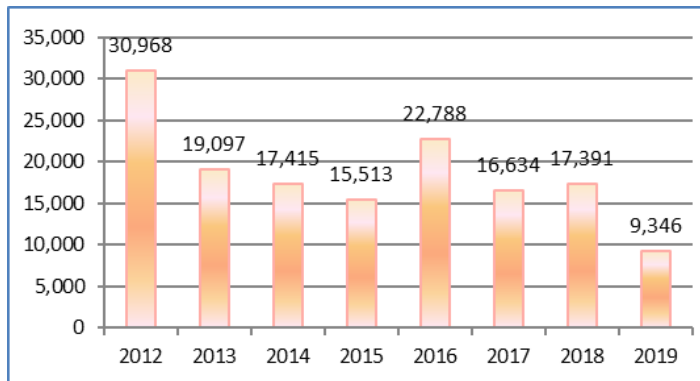
A-1) SAFETY BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES (STATE GRANT FUNDED DATA)



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



A-3) SPEEDING CITATIONS GRANT FUNDED (STATE GRANT FUNDED DATA)



RESULTS – ADDITIONAL OUTCOME PERFORMANCE MEASURES (STATE CRASH DATA)

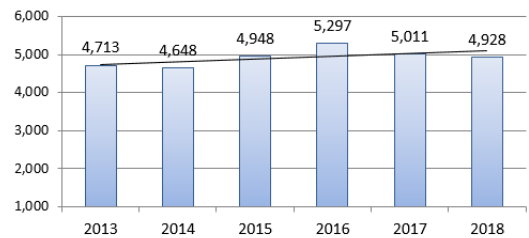
	2011	2012	2013	2014	2015	2016	2017	2018
Fatal, A and B Injury Crashes	4,998	4,915	4,713	4,648	4,948	5,297	5,011	4,928
Alcohol-Impaired Fatal, A and B Crashes	610	653	550	576	567	579	553	529
Occupant Restraint Use	84.2%	78.6%	79.1%	79.0%	79.6%	83.3%	85.9%	85.5%
Speed-Related Fatal, A and B Injury Crashes	374	371	334	339	250	282	231	317
Youth-Involved Fatal, A and B Injury Crashes	1,414	1,402	1,300	1,246	1,343	1,464	1,349	1,296
All Other Factors - Fatal, A and B Injury Crashes	4,014	3,972	3,829	3,733	4,131	4,418	4,227	4,082
Distracted Driving Fatal, A and B Injury Crashes	738	791	751	798	897	982	894	874
Nighttime (6 p.m. - 6 a.m.) Fatalities in Fatal Crashes	36	53	66	58	77	50	71	74

Note: The result of the targets reflects actual 2018 crash data. Nebraska traffic crash data for 2019 is unavailable at this time.

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

Target: Reduce fatal, A and B injury crashes by 6.0 percent from 4,904 (2012-2016 rolling average) to 4,612, based on past trends, by December 31, 2019.

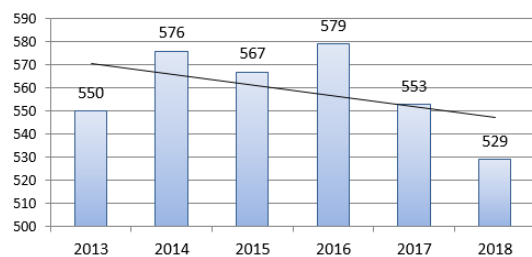
Result: Fatal, A and B injury crashes increased by .10 percent from the 2013-2017 calendar base year average of 4,923 to 4,928 in 2018.



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

Target: Reduce alcohol-impaired fatal, A and B crashes by 6.3 percent from 585 (2012-2016 rolling average) to 548, based on past trends, by December 31, 2019.

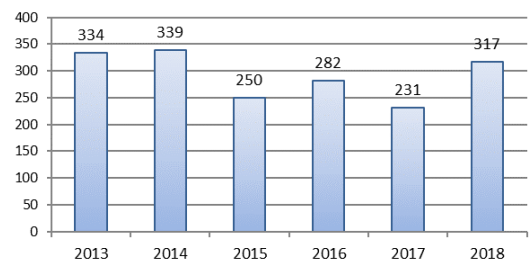
Result: Alcohol-impaired fatal, A and B injury crashes decreased by 6.4 percent from the 2013-2017 calendar base year average of 565 to 529 in 2018.



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

Target: Reduce speed-related fatal, A and B crashes by 23.1 percent from 299 (2012-2016 rolling average) to 230, based on past trends, by December 31, 2019.

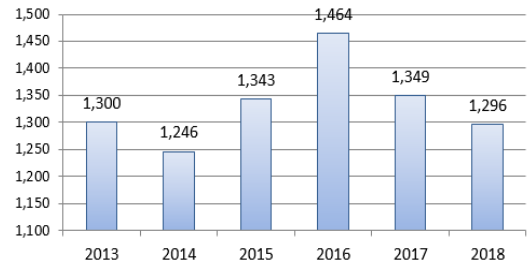
Result: Speed-related fatal, A and B injury crashes increased by 10.5 percent from the 2013-2017 calendar base year average of 287 to 317 in 2018.



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

Target: Reduce youth-involved fatal, A and B crashes by 16.1 percent from 1,351 (2012-2016 rolling average) to 1,134, based on past trends, by December 31, 2019.

Result: Youth-involved fatal, A and B injury crashes decreased by 3.28 percent from the 2013-2017 calendar base year average of 1,340 to 1,296 in 2018.

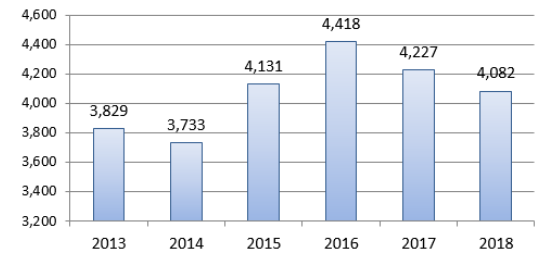


ALL OTHER FACTORS* - FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

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

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

Result: "All other factors" - fatal, A and B injury crashes increased 3.44 percent from the 2013-2017 calendar base year average of 4,068 to 4,082 in 2018.

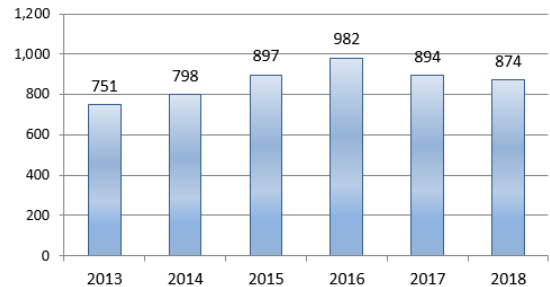


DISTRACTED DRIVER* FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

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

Target: To limit increasing distracted driver fatal, A and B crashes by 6.2 percent from 844 (2012-2016 rolling average) to 896, based on past trends, by December 31, 2019.

Result: Distracted driver fatal, A and B injury crashes increased by 1.16 percent from the 2013-2017 calendar base year average of 864 to 874 in 2018.

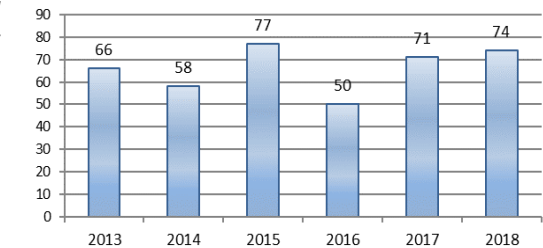


NIGHTTIME (6 P.M. – 6 A.M.) UNRESTRAINED FATALITIES IN FATAL CRASHES* (STATE CRASH DATA)

*Includes Not Used and Unknown

Target: To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 16.8 percent from 61 (2012-2016 rolling average) to 71, based on past trends, by December 31, 2019.

Result: Nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 15.63 percent from the 2013-2017 calendar base year average of 64 to 74 in 2018.

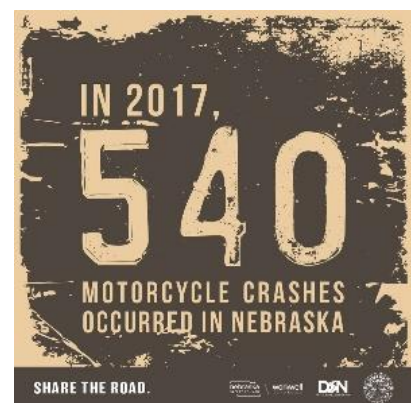
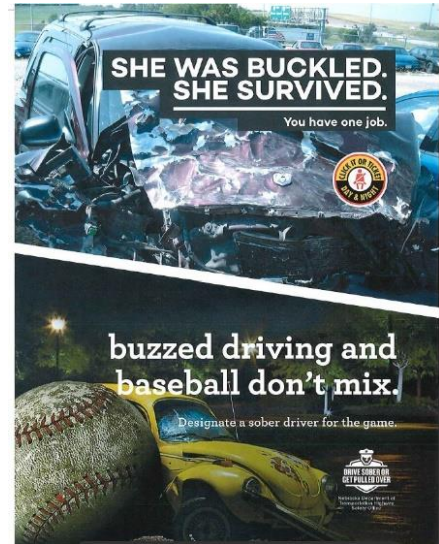


HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

PAID MEDIA

In FY2019, the Nebraska Department of Transportation - Highway Safety Office (HSO) was able to use NHTSA funding to support paid media marketing and messaging activities for several identified priorities of traffic safety subjects. The HSO identifies and utilizes those marketing/messaging strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic groups in the appropriate geographic locations at the appropriate times.

- The HSO utilizes these paid marketing/messaging opportunities primarily targeting 18 to 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 campaigns; 8) outdoor billboards; 9) print (newspapers/magazines); and podcast downloads.
- The HSO used these various paid media campaigns for:
 - **Occupant Restraints:** *Click It or Ticket Day and Night (CIOT), Who's Clicking?, Buckle Up. Every Trip, Every Time;*
 - **Impaired Driving:** *Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and Report Drunk Drivers Call *55 or 911;*
 - **Distracted Driving:** *U Drive. U Text. U Pay., Thumbs Up for Safe Driving, You had one job;*
 - **Motorcycle Safety:** *Share the Road.* and
 - **Rail Safety Education:** *See Tracks? Think Train.*
- The HSO maintains the number of paid media marketing and messaging during the national *Click It or Ticket Mobilizations* and *Impaired Driving Crackdowns*. There is a special focus on underage drinking and seat belt use campaigns; during the prom, graduation, 100 Days of Summer, and at the start of the school year, August. The largest portion of annual paid media expenditures are targeted for impaired driving and to increase seat belt use in target counties as defined by HSO. HSO also uses media in target rural counties to address: *Drive Sober or Get Pulled Over, Teens and Occupant Protection/Child Passenger Safety.*



PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2019, the HSO continued to support the traffic safety program with printed public information and education materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, graduated driver licensing law infographic handouts, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. The HSO contributes traffic safety message copy for the state's roadway electronic message boards to be posted weekly, during special enforcement crackdowns and designated traffic safety weeks.



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

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

A traffic safety materials order form is available on the HSO website. In addition, the HSO also has fatal vision goggles, distracted driving goggles and speed monitoring trailers that are available for loan for qualifying agencies and organizations.

Nebraska Graduated Driver Licensing [GDL]

DRIVING RESTRICTIONS

<div style="text-align: center; font-size: 2em; margin-bottom: 5px;">☎</div> <p>Cell Phones:</p> <p>No use of any type of interactive wireless communication device while operating a motor vehicle while in motion. Violation carries a \$200 fine for first offense and assessed points on license. Second offense is a \$300 fine and a third offense is \$500.</p>	<div style="text-align: center; font-size: 2em; margin-bottom: 5px;">🪑</div> <p>Seat Belts:</p> <p>All occupants riding with a permit holder, including the driver, must wear a seat belt. Violation carries a \$25 fine. Citation issued to GDL permit holder.*</p>	<div style="text-align: center; font-size: 2em; margin-bottom: 5px;">🌙</div> <p>Nighttime Driving:</p> <p>Holder of a Provisional Operator Permit (POP) shall not drive from midnight to 5 AM unless to or from school activities or work. Violation carries a one point assessment on driving record.*</p>	<div style="text-align: center; font-size: 2em; margin-bottom: 5px;">👨👩👧👦</div> <p>Passengers:</p> <p>Holder of a School Permit (SCP) may only transport family members who reside with them to the school attended by the holder.</p> <p>A holder of a Provisional Operator Permit (POP) is limited to one passenger younger than 19 who is not an immediate family member, for the first 6 months. Violation carries a one point assessment on driving record.*</p>
<div style="text-align: center; font-size: 2em; margin-bottom: 5px;">🍷</div> <p>Alcohol:</p> <p>*ZERO TOLERANCE* (alcohol and other drugs) laws for drivers under the age of 21. First offense results in court-impounding permit or license for 30 days. A driver under 21 is subject to the same DUI laws as a person age 21 or over if the blood alcohol content is .05 (BAC) or greater.*</p>		<p>*ENFORCEMENT*</p> <p><small>The above list of violations is not inclusive. There are other Nebraska Law violations that can offer additional penalties and penalties upon judgement of or conviction for the specific violation.</small></p> <p><small>Violations of ANY driving restrictions can result in a suspended or revoked license. Drivers under 21 are considered to be or more points unless they have completed 24 hours of driver improvement course within three months.</small></p>	
<p><i>GDL laws are in place for your teen's safety. They keep your teen safe by keeping them out of situations that put them at higher risk for a crash.</i></p> <p><i>Nebraska GDL laws cover teens ages 14 to 17. A teen driver must hold a POP for one year before receiving an unrestricted license.</i></p>			
<p>WE GDL INCLUDES:</p> <p><small>School learners permit, school permit, learners permit, provisional operator's permit.</small></p>			

GDL RESOURCES

ParentsDriveTheMessage.NE.GOV
www.dmv.nebraska.gov

For more info, contact
402-471-2515

EARNED MEDIA

In FY2019, the HSO continued to utilize the Nebraska State Patrol, Department of Health and Human Services, Department of Motor Vehicles, Department of Transportation and other highway safety partners to assist with kick off news conferences/events for the national and state enforcement mobilizations and other traffic safety issues.

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

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

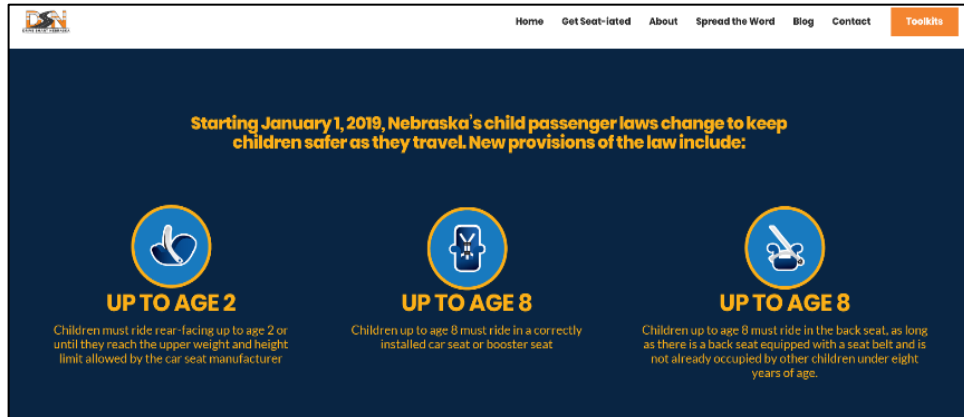
By reputation, the HSO continues to be the recognized state source for traffic safety information by all news media (print and electronic). The HSO is recognized as the best source for traffic safety-related data and information. The HSO continues to collect, present, and deliver traffic safety-related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



SOCIAL MEDIA

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

Using this strategy has allowed us to generate a greater audience and reach targeting specifically to teens, young adults and the public in the priority counties. Focus areas were seat belts and impaired driving. The



HSO continues to expand the use of social media through a variety of platforms (i.e., Facebook, Twitter, YouTube, and Instagram). The NDOT included the HSO 30 second radio ad on their YouTube mobile and Vimeo. The HSO has produced web banner ads and toolkit materials

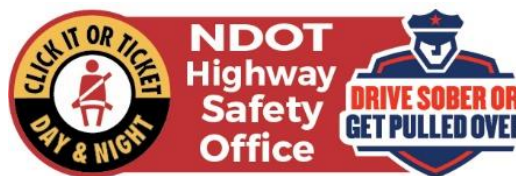
to share with the Drive Smart Nebraska Coalition and other highway safety partners, employers, schools, law enforcement, hospitals, and local health districts for use on their own websites and marketing.

MEDIA MARKET AND ADVERTISING RESULTS

Media Format	Types	Impressions/Reach
Publications	Programs, Magazines	6,349,127
Social Media	Twitter, Facebook, Instagram	6,318,000
Outdoors	Billboards	4,787,000
Outdoor	Wrapped Trucks/Gas Pumps	31,951,500
Television	Messaging	1,715,105
Radio	Placement :30 & :15 spots	1,765
Signage	Messaging	1,042,146
Web Banner	Mobile, Web	2,384,974
Podcast	Mentions/Downloads	3,159,600
Materials Distributed	Infographics, law cards, etc.	51,383
Total Impression Estimate		57,760,600

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska’s crashes, crash fatalities and serious injuries in the highest risk areas and listed on the “Nebraska Priority Counties” are extracted from the Nebraska fatal, A and B injury crash data from CY2019 outlined on page 3. These counties are identified to implement our proven enforcement activities throughout the year. Nebraska’s TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the *Click It or Ticket* mobilizations and the *You Drink & Drive. You Lose* and *Drive Sober or Get Pulled Over* crackdowns. Each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP 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 TSEP as identified from the project analysis.



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

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

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the Driving Strategic Plan is to reduce and prevent impaired driving fatalities and serious injury crashes. The Plan can be found on the website at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>.

- The enforcement program is implemented by first awarding selective overtime enforcement mini-grant agreements to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and 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 Highway Safety Communication Plan includes the paid, earned and social media information located on page 13.
- The HSO monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The HSO staff reviews the results of each

activity/mobilization as summarized in the table below. These results are also placed on the Highway Safety Office website at: <http://dot.nebraska.gov/safety/hso/law-enforcement-resources/mobilizations/>. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

Law Enforcement Agencies Participating in Nebraska Enforcement Efforts

Agency	November 2018 CIOT	Dec/Jan 2018/2019 YDDYL	May 2019 CIOT	Aug/Sep 2019 YDDYL
Alliance Police Department			X	
Bellevue Police Department	X	X		X
Blair Police Department			X	X
Broken Bow Police Department		X	X	
Central City Police Department		X	X	X
Chadron Police Department		X		
Columbus Police Department	X	X	X	X
Crete Police Department	X	X	X	X
Fairmont Police Department	X	X		
Falls City Police Department		X		X
Fremont Police Department			X	
Friend Police Department			X	
Gering Police Department			X	
Grand Island Police Department	X		X	
Hastings Police Department	X	X	X	
Holdrege Police Department	X	X	X	X
Kearney Police Department			X	X
La Vista Police Department		X		
Lexington Police Department	X	X	X	
Lincoln Police Department	X	X	X	X
Ogallala Police Department	X	X		
Omaha Police Department	X	X	X	X
O'Neill Police Department	X			
Papillion Police Department	X			
Plattsmouth Police Department	X	X	X	X
Ralston Police Department	X	X	X	X
Scottsbluff Police Department	X	X	X	X
South Sioux City Police Department	X	X	X	X
UNL Police Department		X	X	
Valentine Police Department		X	X	
Wahoo Police Department			X	
York Police Department	X	X		
Adams County Sheriff's Office			X	
Brown County Sheriff's Office		X	X	X
Buffalo County Sheriff's Office			X	
Cedar County Sheriff's Office		X		
Colfax County Sheriff's Office		X		
Custer County Sheriff's Office	X	X	X	
Dakota County Sheriff's Office	X	X		X
Dawson County Sheriff's Office	X		X	
Deuel County Sheriff's Office		X		

Dixon County Sheriff's Office	X	X		X
Dodge County Sheriff's Office	X	X	X	X
Douglas County Sheriff's Office	X	X	X	X
Fillmore County Sheriff's Office	X	X	X	
Franklin County Sheriff's Office	X	X	X	
Furnas County Sheriff's Office	X	X		X
Gage County Sheriff's Office		X		
Gosper County Sheriff's Office	X		X	
Hall County Sheriff's Office		X	X	X
Harlan County Sheriff's Office			X	
Holt County Sheriff's Office		X		
Jefferson County Sheriff's Office			X	X
Johnson County Sheriff's Office	X	X	X	X
Lancaster County Sheriff's Office	X	X	X	X
Lincoln County Sheriff's Office	X	X	X	
Madison County Sheriff's Office			X	X
Merrick County Sheriff's Office	X	X		
Nemaha County Sheriff's Office	X	X	X	X
Phelps County Sheriff's Office	X	X		X
Platte County Sheriff's Office			X	
Richardson County Sheriff's Office	X	X		
Saline County Sheriff's Office	X	X	X	X
Sarpy County Sheriff's Office	X	X		X
Saunders County Sheriff's Office	X	X	X	X
Scotts Bluff County Sheriff's Office	X	X	X	
Thurston County Sheriff's Office	X	X	X	X
Washington County Sheriff's Office	X	X	X	X
Webster County Sheriff's Office	X	X	X	X
Nebraska State Patrol	X	X	X	X
Total Agencies Participating	43	52	49	34

LAW ENFORCEMENT OVERTIME ENFORCEMENT RESULTS

November 2018 "Click It or Ticket" Mobilization – The November 21 – 25, 2018 mobilization resulted in a total of 6,521.40 hours of selective overtime enforcement, 176 seat belt citations, 1,407 speeding citations, 85 impaired driving arrests, 2,544 total citations and 5,598 total contacts. Six checkpoints were conducted by the Dakota County Sheriff's Office (1), Dixon County Sheriff's Office (2), Dodge County Sheriff's Office (1), Lancaster County Sheriff's Office (1), and Nebraska State Patrol (1).

December 2018/January 2019 "You Drink & Drive. You Lose." Crackdown – The December 2018 – January 2019 crackdown resulted in a total of 16,955.08 hours of selective overtime enforcement, 392 seat belt citations, 2,667 speeding citations, 608 impaired driving arrests, 11,694 total citations, and 12,469 total contacts. Two checkpoints were conducted by the Dakota County Sheriff (1) and Dodge County Sheriff's Office (1).

May 2019 "Click It or Ticket" Mobilization – The May 20 – June 2, 2019 mobilization resulted in a total of 14,092.60 hours of selective seat belt overtime enforcement, 350 seat belt citations, 197 impaired driving arrests, 2,713 speeding citations, 6,289 total citations and 12,508 total contacts. Seven checkpoints were conducted by Central City Police Department (1), Columbus Police Department (1), Dodge County Sheriff's Office (2), Lancaster County Sheriff's Office (1), Platte County Sheriff's Office (1) and Saunders County Sheriff's Office (1).

August/September 2019 "Drive Sober Or Get Pulled Over." Crackdown – The August 17 – September 2, 2019 crackdown resulted in a total of 15,097.86 hours of selective alcohol overtime enforcement, 184 seat belt citations, 260 impaired driving arrests, 2,559 speeding citations, 8,157 total citations and 14,491 total contacts. Six checkpoints were conducted, Nebraska State Patrol (1), Brown County Sheriff's Office (1), Dixon County Sheriff's Office (1), Dodge County Sheriff's Office (1), Lancaster County Sheriff's Office (1), Madison County Sheriff's Office (1).

	CIOT Nov 2018	YDDYL Dec/Jan 2018/2019	CIOT May 2019	DSOGPO Aug/Sep 2019	Combined Totals
Agencies	43	52	49	34	178
Checkpoints	6	2	7	6	21
Hours	6,521.40	16,955.08	14,092.60	15,097.86	52,666.94
Speeding	1,407	2,667	2,713	2,559	9,346
Seat Belt	176	392	350	184	1,102
DWI	85	608	197	260	1,150
Total Citations	2,544	11,694	6,289	8,157	28,684
Total Contacts	5,598	12,469	12,508	14,491	45,066



NEBRASKA ANNUAL TRAFFIC SAFETY STUDY, MAY 2019 RESULTS

Research Associates designed the survey instrument with input and final approval from the Nebraska Safety Council staff and the Highway Safety Office. The purpose of this edition of The Nebraska Poll was to measure the attitudes of Nebraskans relative to highway safety issues, including but not limited to the issues of impaired driving, seat belt safety, speed and driving while distracted (using cell phones and other electronic devices while 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 (5%); drunk/impaired driving (1%); traffic and road conditions (21%).

What do you think is the biggest problem in Nebraska today?	2019
Distracted driving	5%
Drunk/impaired driving	1%
Road conditions	21%

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 4.3) and drunk driving (mean score of 4.3) were named as bigger problems than the fuel tax situation (3.3) by a significant margin.

On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska:	2019
How important is the problem of distraction caused by drivers using cell phones or other electronic devices?	4.3
How important is the problem of driving while intoxicated or drunk driving?	4.3
How important is the fuel tax situation?	3.3

IMPAIRED DRIVING

Respondents were next asked whether they favor or oppose two specific penalties for drunk driving. Both were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (78% favoring); followed by mandatory sentencing for drunk driving offenses (66% favoring).

Would you favor or oppose each of the following penalties for drunk driving:	2019
Mandatory sentencing for drunk driving offenses	
Favor	66%
Mandatory treatment for drunk driving offenders	
Favor	78%

Four percent (4%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.

In the past 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?	2019
Yes	4%
No	96%

CORE QUESTION: A plurality of respondents (36%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while 24% indicated the chances of that are somewhat unlikely.

What do you think the chances are of someone getting arrested if they drive after drinking?	2019
Somewhat likely	36%
Somewhat unlikely	24%

CORE QUESTION: About one-fifth of the respondents (19%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.

In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	2019
Yes	19%

CORE QUESTION: A majority of respondents (53%) indicated they had not seen or heard something about drunk driving enforcement by police in the last 30 days.

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	2019
Yes	47%
No	53%

A majority of respondents (52%) also indicated they had not read, seen or heard drunk driving-related messages in the past 60 days.

In the past 60 days, have you read, seen or heard any drunk driving-related messages?	2019
Yes	48%
No	52%

SEAT BELTS

CORE QUESTION: A super majority (76%) indicated they always wear seat belts.

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup?	2019
Always	76%

For the ninth straight year, a majority of respondents (52%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

Should law enforcement officers be allowed to stop a vehicle and write a ticket if the driver and passengers are not wearing a seat belt?	2019
Yes	52%

CORE QUESTION: A majority (54%) of respondents thought the chances of getting a ticket for not wearing a seat belt were somewhat unlikely or very unlikely (31% somewhat unlikely plus 23% very unlikely).

What do you think the chances are of getting a ticket if you don't wear your safety belt?	2019
Very likely	10%
Somewhat likely	22%
Likely	15%
Somewhat unlikely	31%
Very unlikely	23%

Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (28%) indicated \$51-100, 26% indicated more than \$200, 24% indicated \$25-50, another 17% indicated \$101-150, and 6% indicated \$151-200.

What amount of fine do you think would get non-seat belt users to use their seat belt?	2019
\$25 - \$50	24%
\$51 - \$100	28%
\$101 - \$150	17%
\$151 - \$200	6%
Over \$200	26%

CORE QUESTION: Twenty-eight percent of respondents (28%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement?		2019
Yes		28%
No		72%

Less than half of the respondents (41%) 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 signs, while 30% indicated TV and 13% indicated radio.

In the past 60 days, have you read, seen or heard any Click It or Ticket seat belt messages?		2019
Yes		41%
No		59%

(IF YES) Do you remember where that was?		2019
Signs		37%
TV		30%
Radio		13%

SPEED

CORE QUESTION: Forty-four percent (44%) of respondents said they rarely exceed 35 mph in a 30 mph speed zone (14% indicated usually and 15% indicated half of the time).

On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph:		2019
Most of the time/usually		14%
Half the time		15%
Rarely		44%
Never		27%

CORE QUESTION: Forty-six percent (46%) of respondents said they never exceed 70 mph in a 65 mph speed zone (6% said usually and 8% said half the time).

On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph:		2019
Most of the time/usually		6%
Half the time		8%
Rarely		40%
Never		46%

CORE QUESTION: About one-third of respondents (30%) indicated they had heard anything about speed enforcement in the past 30 days.

In the past 30 days, have you read, seen or heard anything about speed enforcement?		2019
Yes		30%
No		70%

CORE QUESTION: A plurality (37%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely, 26% indicated likely, 17% somewhat unlikely, 14% very likely, and 6% very unlikely.

What do you think the chances are of getting a ticket if you drive over the speed limit?		2019
Very likely		14%
Somewhat likely		37%
Likely		26%
Somewhat unlikely		17%
Very unlikely		6%

DISTRACTED DRIVING

A strong majority of respondents (60%) indicated support for a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving; 36% opposed that and 4% had no opinion.

Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving?	2019
Support	60%
Oppose	36%
Don't know	4%

About nine out of ten respondents (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.

Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for texting while driving?	2019
Support	89%
Oppose	11%

MISCELLANEOUS

A super majority of respondents (80%) again indicated that they support Nebraska's law requiring motorcycle helmets should, while 17% said they oppose and 5% had didn't know.

Do you support or oppose Nebraska's mandatory motorcycle helmet law?	2019
Support	80%
Oppose	17%
Don't know	3%

A super majority (78%) of respondents indicated driving after using marijuana increases crash risk. One in five respondents (20%) indicated they know someone who drives after using marijuana.

Do you think driving under the influence of marijuana increases the risk of having a crash?	2019
Yes	78%
No/Don't know	22%

Do you know anyone who drives after smoking or ingesting marijuana?	2019
Yes	20%
No/Don't know	80%

DEMOGRAPHICS

Respondents indicated distribution in the following age categories (controlled variable): 18-20, 1%; 21-34, 14%; 35-49, 23%; 50-64, 33%; 65 up, 29%.

Which of these age groups are you in:	2019
18-20	1%
21-34	14%
35-49	23%
50-64	33%
65 and Up	29%

Most respondents (96%) indicated they have a driver's license.

Do you have a driver's license?	2019
Yes	96%
No	4%

Respondents indicated distribution in the following annual household income categories: under \$40,000, 27%; \$40,000-80,000, 34%; over \$80,000, 40%.

Which of these annual household income groups are you in?	2019
Under \$40,000	27%
\$40,000-\$80,000	34%
Over \$80,000	40%

Respondents were distributed among Nebraska's three congressional districts as follows: District One, 33%; District Two, 34%; District Three, 33%.

Congressional District	2019
One	33%
Two	34%
Three	33%

By control, the sample was 60% by landlines and 40% by cell phones.

Phone Type	2019
Landline	60%
Cell Phone	40%

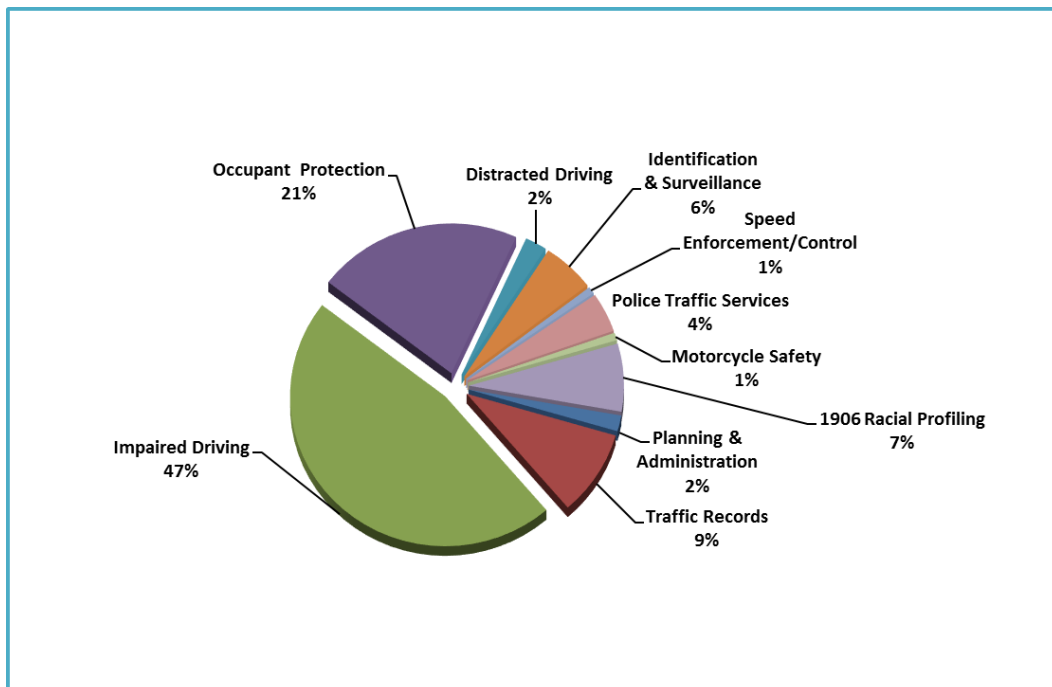
By control, respondents were 49% male and 51% female.

Gender	2019
Male	49%
Female	51%

FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2019 COUNTERMEASURE PROGRAMS

SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$3,051,108.99
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$350,404.39
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$415,630.67
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$1,132,131.34
SECTION 405e / DISTRACTED DRIVING PROGRAM	\$66,073.57
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$45,067.08
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$400,901.59
GHSA/NATIONAL ROAD SAFETY FOUNDATION DROWSY DRIVING	\$15,000.00
GHSA/FORD DRIVING SKILLS FOR LIFE	\$2,110.37
TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS	\$5,478,428.00



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PROJECT DESCRIPTION/SUMMARIES BY PROGRAM AREAS

Section 402 State and Community Highway Safety Projects by Program Area

PLANNING AND ADMINISTRATION PROGRAM AREA

Project Name:	Planning and Administration		
Project Number:	402-19-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$160,000.00		
Funding Source:	402/PA	Funding Source Amount:	\$160,000.00
Match Amount:	\$0.0	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	Federal \$93,777.33

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

HSO assistance and support was provided to develop the Nebraska annual HSP (*Performance-Based Strategic Traffic Safety Plan*). The Fiscal Year 2020 (FY2020) HSP was completed and submitted to National Highway Traffic Safety Association (NHTSA) Region 7 Office on June 28, 2019.

The required annual statewide traffic safety public opinion survey of Nebraska drivers was conducted and completed in May 2019.

The annual observation Nebraska safety belt use survey was completed in December 2019.

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

ALCOHOL PROGRAM AREA

Project Name:	Nebraska Collegiate Consortium to Reduce High Risk Drinking		
Project Number:	402-19-06		
Sub-Recipient:	University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse		
Total Project Amount:	\$207,985.00		
Funding Source:	402/AL	Funding Source Amount:	\$207,985.00
Match Amount:	\$0.0	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$203,519.39

This grant provides technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective

educational website (moved to UNL-Lincoln to comply with university requirements) and list serve, provide technical assistance on the analysis of existing databases and the development of new surveys. Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, list-serve and in-person meetings. It has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. Nebraska Collegiate Consortium (NCC) currently includes 27 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations.

This year NCC held two skill building workshops, 1) “Collegiate Recovery Community Leadership Development Training” with 20 members from NCC institutions participating. 2) “Nebraska Collegiate Consortium to Reduce High-Risk Drinking” with 27 members from 18 institutions attended this statewide conveying. This conference provides student affairs practitioners with the knowledge and skills to effectively address collegiate alcohol and drug abuse prevention, mental health, sexual violence prevention and response, and well-being through a variety of comprehensive and integrative approaches.

NCC secured a mini-grant from the Nebraska Department of Transportation – Highway Safety Office to send five NCC members from 5 different NCC intuitions to the 2019 NASPA Strategies Conference.

White paper manuscript titled “Effects of a Web-Based Pre-Enrollment Brief Motivational Intervention on College Student Retention and Alcohol-Related Violations” was published in print form in the Journal of American College Health, April 2019. Second manuscript titled “Can Web-Based Pre-Enrollment Brief Interventions be Effective Screening Tools? Pre-College Drinking Behaviors as Predictors of College Student Retention and Alcohol-Related Violations” was published online in the Journal of American College Health on April 8, 2019.

Project Name:	Alcohol Program Coordination		
Project Number:	402-19-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$102,881.02		
Funding Source:	402/AL	Funding Source Amount:	\$102,881.02
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$102,881.02

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

Project Name:	Alcohol Selective Overtime Enforcement		
Project Number:	402-19-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$230,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$230,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	86%
Is this project a part of the TSEP?	Yes	Amount Expended:	Total - \$198,391.33

This project provides support to assist local entities in obtaining breath testing equipment-related supplies (mouthpieces, dry gas and regulators, wet bath simulators, etc.) and for necessary repairs of HSO purchased preliminary and evidentiary alcohol breath testing instruments. The HSO provided 2,600 Alco Sensor III, 80,000 Alco Sensor-FST's and 7,100 evidentiary mouthpieces for a total of 89,700 mouthpieces to law enforcement agencies, adult and juvenile correctional facilities, county attorneys, schools, and state probation agencies. Law enforcement agencies were provided with 70 cylinder gas bottles and 2 regulators for Preliminary Breath Testing (PBT) calibrations to 70 law enforcement agencies. (\$29,282.92)

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for funding utilized to support the National "Drive Sober Or Get Pulled Over" Crackdown in August/September 2019, compliance checks and alcohol overtime enforcement. Forty-one mini-grant contracts were awarded as follows: Police Departments – 17 contracts; Sheriff's Offices – 21 contracts and Nebraska State Patrol – 3 contracts.

The December 2018 – January 2019 crackdown resulted in a total of 16,955.08 hours of selective overtime enforcement, 248 seat belt citations, 2,667 speeding citations, 590 impaired driving arrests, 11,694 total citations, and 12,469 total contacts. Two checkpoints were conducted by the Dakota County Sheriff (1) and Dodge County Sheriff's Office (2). The August 16 -September 2, 2019 crackdown resulted in a total of 15,097.86 hours of selective alcohol overtime enforcement, 130 seat belt citations, 260 impaired driving arrests, 2,559 speeding citations, 8,157 total citations and 14,491 total contacts. Six checkpoints were conducted, Nebraska State Patrol (1), Brown County Sheriff's Office (1), Dixon County Sheriff's Office (1), Dodge County Sheriff's Office (1), Lancaster County Sheriff's Office (1), Madison County Sheriff's Office (1). (\$169,108.41)

Project Name:	Court Monitoring Evaluation and Education Project		
Project Number:	402-19-17		
Sub-Recipient:	Mother Against Drunk Driving		
Total Project Amount:	\$180,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$180,000.00
Match Amount:	\$0.0	Indirect Cost:	10%
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$147,098.10

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to 15 of the 20 priority counties identified by the HSO as having either a high crash rate for alcohol, speed and/or alcohol use by youth. This project, engaged four identified community resource stakeholders (prosecutors, commissioners, city council, and community coalitions) in each county to raise awareness and public trust in the justice system. MADD conducted one-on-one and online Court Monitoring trainings throughout the year, trained and utilized 15 new MADD volunteers in MADD Court Monitoring, Power of Parents and/or volunteer positions. They collected data from additional counties to ascertain whether or not consistent sentencing occurs across the state. Data was collected for a Court Monitoring Annual Briefing Report. The information gathered through the court-monitoring program is made available to advocates for change and raise public awareness about alcohol/impaired driving cost to communities. This project met one-on-one with prosecutors, judges, law enforcement officers and probation staff regarding the court monitoring results. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and volunteer recognition activities to build capacity. MADD Nebraska engaged over 27 new volunteers (both episodic and static) to assist in programs such as court monitoring, victim services and underage drinking prevention. Nebraska MADD also provided support for local public information and education programs.

Project Name:	Enforcing Underage Drinking Laws		
Project Number:	402-19-22		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$65,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$65,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	83%
Is this project a part of the TSEP? Yes		Amount Expended:	\$29,567.97

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

HSO provided 19 mini-grants to local law enforcement and the Nebraska State Patrol to carry out selective overtime enforcement activity was carried out in 11 counties, 55% of the activity occurred in the priority counties defined by HSO. The participating agencies include: Gering Police Department, Scottsbluff Police Department, Lincoln Police Department, Sarpy County Sheriff’s Office and the Nebraska State Patrol.

Project Name:	Traffic Training		
Project Number:	402-19-25		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$35,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$35,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	76%
Is this project a part of the TSEP? No		Amount Expended:	\$31,603.48

Mini-grants are awarded to agencies and/or organizations to attend traffic safety-related training/conferences. This project provides assistance to improve and expand the knowledge of law enforcement and traffic safety interested professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska. Through this project thirteen mini-grants were awarded to: Bellevue Police Department (2), Lincoln Police Department (2), Grand Island Police Department, Hall County Sheriff’s Office, Papillion Police Department, Sarpy County Sheriff’s Office, Jefferson County Sheriff’s Office, Nebraska Safety Center-University of Nebraska – Kearney, Nebraska Safety Council, UNL Board of Regents, and Nebraska Department of Health and Human Services. These awards provided registration/tuition, travel, and lodging assistance to twenty-nine individuals.

Project Name:	Support of Evidence Based Environmental Strategies		
Project Number:	402-19-28		
Sub-Recipient:	Project Extra Mile (PEM)		
Total Project Amount:	\$350,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$350,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$267,020.38

This project supports community based programs that employ environmental strategies to reduce underage drinking, over service to intoxicated persons, binge drinking, and impaired driving in counties throughout Nebraska. The grant was awarded to Project Extra Mile (PEM), Inc. to develop and systematically work within the communities to provide continual assistance and guidelines in environmental strategies and a sound base of operation and personnel. This grant was provided as a means of a central contact for community based ideas and structure to affect

community change and a voice to reduce illegal access and consumption of alcoholic beverages to underage people, thereby reducing underage drinking and driving.

- PEM hosted three Policy Work Group meetings, one in December 2018, the second in January 2019 and the final one in February 2019. Agenda topics covered the 2019 legislative session and bills connected to alcohol, the Omaha Good Neighbor Ordinance, the Aksarben Entertainment Districts and potential proliferation of entertainment districts across the state.
- PEM participated in the development of the Nebraska Alcohol Policy Alliance with meetings in October 2018 and November 2018.
- PEM updated the Alcohol & Cancer, the Facts about Binge Drinking, Utilizing Compliance Checks to Enforce Youth Alcohol Laws and Why Increasing Alcohol Taxes Make Sense fact sheets.
- Received numerous requests for training and technical assistance from various community coalitions, community advocates and other interested partners such as Bemis Park, Burlington Road, Gifford Park, Joslyn Castle, Park Avenue Neighborhood Associations, Clair Memorial United Methodist, New Rising Start, and Risen Son Baptist Churches.
- In November 2018, PEM attended the American Public Health Associations Annual Meeting in San Diego, California.
- PEM sent approximately 14,000 electronic newsletters for distribution over the funding period.
- Provided educational materials that included: *we want you back* campaign items, *No Free Ride* campaign materials and Underage Drinking Tip Line 1-866-MUST-B-21. 1. 8,636 NFR radio and TV announcements aired throughout Nebraska from April through May 2019; 2. The NFR logo and message were incorporated into alcohol-retail compliance check media packets in November, 2018, and May & August, 2019; and 3. NFR & WWYB materials were mailed to 467 Nebraska private & public high schools (4,203 materials were sent).
- PEM utilized social media platforms, Twitter and Facebook, to provide timely alcohol-related news and research. The Twitter account had an average of 31,450 per month and the Facebook page had 7,368 views in the grant year. Also the PEM website continues to be a valuable resource for community members, advocates and students.
- PEM conducted eleven community-wide coalition meetings, in the Omaha/Metro area, throughout the grant cycle. These coalition meetings are used to inform and educate about underage drinking prevention strategies, youth alcohol laws, and build relationships community members and local city/county officials.
- PEM continuously emphasized utilizing evidenced-based practices at the local and state level to reduce unintentional injuries and alcohol-related harms.
- PEM was able to provide technical assistance, as requested, to ensure youth had support for the activities.



Project Name:	Felony Motor Vehicle Prosecution Unit		
Project Number:	402-19-34		
Sub-Recipient:	Douglas County Attorney's Office		
Total Project Amount:	\$209,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$209,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$209,000.00

The grant award provides assistance to the Douglas County Attorney's Office to support a Felony Motor Vehicle Prosecution Unit (FMVPU) to consolidate felony motor vehicle cases for prosecution by specialized experienced attorneys. In addition to maintaining a full case load, the FMVP Unit provided ongoing training to law enforcement, met with non-profits and community groups to address various felony motor vehicle related issues (i.e., court monitoring, immigration, and support for the 24/7 program in Douglas County).

- From October 1, 2018 through September 30, 2019 the Douglas County Attorney's Office charged the following felony motor vehicle charges (Felony DUI, Operating during Revocation, MVH, Ignition Interlock and

misdemeanor MVH): 356 (open & closed), 117 (new open) for a total of 473. There were 293 (95%) convictions, 243 Felony and 50 Misdemeanors.

- The overall felony conviction rate remained unchanged at 83%, September 30, 2019.
- The overall DUI conviction rate remained the same at 97%, September 30, 2018 to September 30, 2019.

The DUI felony conviction rate increased from 73%, September 30, 2017 to 77%, September 30, 2019.

Project Name:	Prosecutorial Response to DUI Crimes		
Project Number:	402-19-39		
Sub-Recipient:	Nebraska Department of Justice, Nebraska Attorney General’s Office		
Total Project Amount:	\$131,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$131,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$90,760.28

This project provided funding to continue to staff a statewide “Traffic Safety Resource Prosecutor” (TSRP) position within the State Attorney General’s Office to aid local prosecution and law enforcement personnel in improving their effectiveness and efficiency in the handling of traffic-related cases, a majority of those being impaired driving-related. The TSRP provides critical support and training to local prosecutors, judges, and law enforcement officials. The TSRP served as the lead prosecutor in five DUI cases, one DUI motor vehicle homicide case, two DUI Serious Bodily Injury case, one DUI-motor vehicle homicide case, and assistant prosecutor in one DUI case, two motor vehicle homicide trials, and a prosecution consultant in four vehicular homicide cases and one DUI case involving suppression issues.

Advised seventy-two County Attorneys on a variety of alcohol issues, which included drafting briefs and conducting legal research. Technical assistance and legal research was also provided to county prosecutors. The TSRP presented “Cops in Court” training and DUI training at the Nebraska Law Enforcement Training Center (NLETC) to three cadet academies. Presented DataMaster operation training to the Nebraska County Attorneys Association Spring Conference and presented DUI updates to the Nebraska County Attorney Fall Conference to 235 prosecutors. Presented Expert Witness training at Nebraska State Patrol/Nebraska Law Enforcement Training Center on Commercial Motor Vehicle post-crash inspection to 33 officers from nine states.

The TSRP took a lead role in prosecuting several complex cases, including those involving DUI, as well as repeat DUI offenders, DUI-Causing Serious Bodily Injury, and Motor Vehicle Homicide. The TSRP continued to be involved with MVH and DUI prosecutions affected retroactively by the Birchfield decision. Several of these cases involved crash-injured defendants, and as a result, the TSRP made use of the infrequently used approach of utilizing medical blood alcohol tests for prosecution of DUI/MVH.

The TSRP also conducted a major pretrial hearing involving a statewide defense challenge based upon an erroneous certificate of analysis for the DataMaster simulator solution. Said hearing involved dozens of exhibits and testimony by officers from several different law enforcement agencies. As a result, the State prevailed in the hearing and obtained a court ruling that is utilized by other jurisdictions across Nebraska.

A great deal of the TSRP efforts in the 2019 fiscal year have been devoted to Nebraska’s prosecution efforts in light of the statewide defense challenge based upon the above certificate of analysis from the out-of-state supplier of DataMaster simulator solution. Throughout the year, the TSRP has provided guidance to Nebraska Law Enforcement agencies, officers, and county attorneys, regarding utilization of the amended certificate of analysis drafted by the TSRP, several county attorneys and the NDOT - Highway Safety Office.

Project Name:	Project Night Life Expansion		
Project Number:	402-19-40		
Sub-Recipient:	Omaha Police Department		
Total Project Amount:	\$142,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$142,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$140,407.25

This grant award continues the expansion of the Omaha Police Department Project Night Life grant. The project focuses on teen drivers with emphasis on reinforcing awareness and education of area police officers regarding the Nebraska's graduated licensing provisions with special emphasis on teen impaired driving. Efforts include involving surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. Using school assembly presentations to teens and their parents, Omaha PD officers have successfully engaged the community. Grant funding includes monthly selective enforcement efforts concentrating on high crash locations involving young drivers. Project Night Life held 71 selective enforcement operations logging over 1,400 hours of selective enforcement and related activity. A total of 4,738 citations were issued. Youth-involved fatal, A and B injury crashes decreased to 1,296 from 1,341 the (2012 - 2016 rolling average).

Project Name:	Judicial Prosecution Training		
Project Number:	402-19-41		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$10,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$10,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$0.00

The Nebraska Supreme Court of Judicial Branch Education did not plan any training for Judges and or prosecutors during the 2019 fiscal year utilizing the mini-grant process.

SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT

Project Name:	Drug Recognition Expert/ARIDE Training & Recertification		
Project Number:	405d-19-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$75,000.00		
Funding Source:	405d/FDMDATR	Funding Source Amount:	\$75,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$55,597.34

This project allocates funding for the HSO to administer Nebraska's Drug Evaluation and Classification Program (DECP) and increase law enforcement's ability to detect drug impaired drivers on Nebraska's roadways and assist in reducing motor vehicle fatal and injury crashes. This project provided training for law enforcement officers to become Drug Recognition Experts (DRE), annual in-service training for Nebraska's DREs and prosecutors and funding assistance for Nebraska's DREs and prosecutors to attend the IACP conference on impaired driving. The HSO sponsored a 7-Day Drug Recognition Expert Training School on September 24 – 26 and September 30 - October 3, 2019. All eighteen candidates completed all phases of the training and have been certified as DREs. In addition, all students were tested and passed SFST Proficiencies during the Pre-School. The 2018 DRE in-service training for

Nebraska DREs was the Marijuana DUI Investigations training conducted at three locations in Nebraska. There were a total of 216 in attendance at the three events.

DRE related newsletters and articles were forwarded to all Nebraska DREs. Additionally, six mini-grants were awarded to six Police Departments. Four DRE Instructors and nine DRE officers were provided funding assistance to attend the “Annual IACP DRE Conference on Drugs, Alcohol and Impaired Driving” held in Anaheim, California on August 10 – 12, 2019. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska. Two ARIDE classes were held in October and December 2018. All NSP road patrol officers have been trained in ARIDE.

Project Name:	Alcohol Selective Overtime Enforcement & System Support		
Project Number:	405d-19-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$375,000.00		
Funding Source:	405d/M5X	Funding Source Amount:	\$375,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	Yes	Amount Expended:	\$309,527.45

This project provided funding for the HSO to award mini-grants for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies including the national impaired driving crackdowns. Participating agencies were provided funding assistance for the overtime salaries. Law enforcement agencies identified specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. There were 57 mini-grant contracts awarded as follows: Police Departments – 23; Sheriff’s Offices – 28; and, Nebraska State Patrol – 6. These 57 mini-grant contracts resulted in a total of 5,658.80 hours of selective alcohol overtime enforcement, 256 seat belt citations, 442 impaired driving arrests, 2,853 speeding citations, 150 open container citations, 105 minor in possession citations, 19,157 total contacts and 12,033 total citations. (\$181,025.95)

This project allocated funds to the HSO to award mini-grants supporting local law enforcement agencies to assist in obtaining in-car camera systems for special traffic enforcement operations. The in-car camera system is a simple means of documenting evidence and results in fewer court appearances for law enforcement and increases conviction rates for impaired driving. The cost and efficiency benefits of the in-car camera systems include: increased conviction rates, reduction of the officer’s time spent in court providing testimony; reduction in prosecutor time with increased guilty pleas; reduces court time; and reduces the number of jury trials. During the project period, 29 mini-grant contracts were awarded providing 28 in-car camera systems as follows: Police Departments – 15 contracts and Sheriff’s Offices – 14 contracts. Two offices cancelled their award as they were not able to satisfy the installation and activity requirements for the grant. The 28 in-car cameras that were awarded were used in 1,374 traffic stops. (\$91,501.50)

The HSO awarded mini-grants to state and local law enforcement agencies to provide alcohol preliminary breath testing (PBT) instruments to assist in apprehending impaired drivers and identifying underage drinkers. Participating agencies receive PBT instruments. During the project period, 13 mini-grant contracts were awarded providing 56 PBT units as follows: Police Departments – 6 contracts; Sheriff’s Offices – 7 contracts. The 56 preliminary breath testing instruments that were awarded this fiscal year resulted in 931 breath tests being conducted. Also, during the project period, 3 mini-grant contracts were awarded providing partial funding for 3 evidentiary breath testing instruments. These three evidentiary breath testing instruments resulted in 67 evidentiary breath tests being conducted. (\$37,000.00)

Project Name:	Alcohol Public Information and Education		
Project Number:	405d-19-06		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$1,123,071.91		
Funding Source:	405d/M5IS	Funding Source Amount:	\$1,123,071.91
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$699,426.55

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

- NDOT Highway Safety Office (HSO) contracted with **Learfield IMG College** for a sports marketing sponsorship of the Pinnacle Bank Arena Founding Partner that includes Logo recognition in Arena, 1 sponsor event each year, premium vendor space at the arena and banners, 24 main concourse signs, video board recognition, LED board signage, public address announcements and signage in the garages at the arena.
- HSO contracted with **Learfield IMG College** for an annual sports marketing sponsorship with UNL Athletics. This will be split with the Occupant Protection PI&E project. The sponsorship included live impaired driving read messages, radio commercials, sports show sponsorship designation and sports arena signage and event inclusion.
- Placed impaired driving print ads in selected publications and maintain the website with updated charts.
- Hosted the annual HSO law enforcement appreciation luncheon for 110 police chiefs and sheriffs at the joint annual meeting of the Police Officers Association of Nebraska and Nebraska Sheriff's Association which is held concurrently each year. The HSO provides a report of alcohol/impaired driving activity updates, information, and recognition.
- Podcasts were continued this year with two vendors: the *Brett Kane Show*, 1 :15 second spot prior to each podcast during the 5:00 pm hour, (40) :30-second ads per month Monday – Friday, 6:00 am – 6 pm, and (20) :30 second spots on the weekends, 6 months October 31, 2018 – March 31, 2019; *The Bottom Line* (TBL), 480 mentions monthly, 120, 30 second spots, over the weekends, over 12 months, with four outlets (TBL, Big Apple, Radio 1600 and KHUB), daily motor vehicle fatality update, logo on podcast studio backdrop and web page.
 - Hail Varsity, Full-page ad in 16 issues of the publication, 1 live read 30 :second spot during Hail Varsity Radio show, weekdays in Lancaster, Platte, Lincoln and Adams counties (all priority counties). HSO will receive placement for rotating banners on Hail Varsity's website and one-month home page.
 - Broadcast House, (1) campaigns, (Frog 98, B107, WOW 105.3) CIOT/YDDYL Ads, (11/20/18 – 12/31/18) 600 :15 sec. ads for CIOT, receiving approximately 876,000 impressions.
 - AllOver Media, Drive Sober or Get Pulled Over, Holiday Season, 12/1 – 3/1/2019, 15 trucks wrapped from Dec. 2018- Feb. 2019, trucks will reach and estimated 63,000 across the state.



Project Name:	Special Enforcement Mini-Grants		
Project Number:	405d-19-07		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$10,000.00		
Funding Source:	405d/M5X	Funding Source Amount:	\$10,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$0.00

The HSO did not provide funding for projects out of this grant during FY2019. All of the necessary enforcement mini-grants were funded in other projects during FY2019.

Project Name:	24/7 Sobriety Program		
Project Number:	405d-19-10		
Sub-Recipient:	Douglas County Department of Corrections		
Total Project Amount:	\$50,000.00		
Funding Source:	405d/M5SP	Funding Source Amount:	\$50,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$0.00

The 24/7 Sobriety Program is a pilot program with a target is to reduce alcohol-related traffic crashes and fatalities in Douglas County by reducing the number of repeat DUI arrests. The program includes participants who have been charged with a DUI 2nd offense or above with the 24/7 program required as a condition of bond or probation. This project is set up to ensure compliance with sanctions for those participants who test positive for alcohol at twice daily breath testing or the use of a SCRAM bracelet. They immediately detain program violators in accordance with the court order for participation in the 24/7 program. First-time violators will be detained for 12 hours at the Douglas County Department of Corrections (DCDC). Second-time violators will be detained for 24 hours at the DCDC. Third-time and subsequent violators will have their bond revoked, and will be detained at the DCDC until they can appear before a judge. Drug testing was started in September 2018; 3,089 saliva tests were administered and 64 drug patches applied. The 24/7 project has now become self-sufficient.

- Participants on the breath testing protocol were 99% compliant with program expectations. SCRAM protocol participants were 99.8% compliant with program expectations.
- Program sanctions have been administered per program rules on all occasions when a participant has been in violation of program expectations.
- Douglas County maintained four part-time Sobriety Technicians to conduct breath testing and conduct other routine program functions. Douglas County also provides a Corrections Officer to provide security and return any program violators to custody in accordance with program sanctions.
- Lt. Ernest Black continued to serve as the 24/7 Program Administrator in addition to his duties as House Arrest Administrator throughout this reporting period.
- The number of saliva drug tests administered nearly doubled in FY2019. Also, the compliance rate for the saliva drug tests showed a 5% improvement over 2018.
- The DUI arrest data for 2019 is unavailable from the Nebraska Crime Commission. The 2018 DUI arrests in Douglas County for DUI had maintained a 35% decrease from 2017 to 1,985.

Program sanctions have been administered per program rules on all occasions when a participant has been in violation of program expectations. Douglas County maintained four part-time Sobriety Technicians to conduct breathe testing and conduct other routine program functions. Douglas County also provides a Corrections Officer to provide security and return any program violators to custody in accordance with program sanctions and 1 part-time Program Administrator to coordinate staff and administrative duties.

Program statistics below:

FY2019	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Year	Change
Beginning of month population	208	217	207	197	193	198	206	207	234	264	292	287		
Number of new placements	48	34	50	46	22	49	50	73	73	86	59	76	666	124
Number completing program	39	47	60	50	17	41	49	46	43	58	64	64	578	144
End of month population	217	207	197	193	198	206	207	234	264	292	287	299		
# of breath test violations	18	20	26	19	7	20	19	13	46	43	26	17	274	149
# of SCRAM violations	2	1	5	0	2	2	0	2	3	2	1	1	21	-10
# jailed for 12 hours	14	6	8	12	5	9	8	8	19	13	9	7	118	46
# jailed for 24 hours	3	4	5	1	2	0	4	4	9	9	2	6	49	11
Number jailed & referred to court	11	10	13	0	0	11	7	14	18	21	14	17	136	17
# of drug test violations	19	19	14	13	11	13	14	7	25	29	23	21	208	-12
# of test 'no shows'	16	15	9	14	5	24	17	22	27	42	29	22	242	111

Project Name:	Nebraska State Patrol Toxicology Services		
Project Number:	405d-19-11		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$67,580.00		
Funding Source:	405d/M5BAC	Funding Source Amount:	\$68,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$67,580.00

This project provided funding to staff one full time forensic scientist at the Nebraska State Patrol Crime Laboratory to complete analysis of urine samples received from all Nebraska law enforcement agencies for drug impaired driving arrests. The NSPCL exceeded its objective of reducing the average number of days to complete analysis by 11 percent from 45 days to 40 days. Over the 12 month project period, the average time for analysis completion was 26.28 days. Turnaround time as of the end of September 2019 was approximately 12 days.

OCCUPANT PROTECTION PROGRAM AREA

Project Name:	Occupant Protection Program Coordination		
Project Number:	402-19-03		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$77,117.98		
Funding Source:	402/OP	Funding Source Amount:	\$80,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$50,154.70

This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit occupant protection program area grants and activities. The coordination and assistance provide an essential element in a successful occupant restraint/protection awareness program. Project assistance is provided with ongoing public information/education activities and supporting national campaigns. HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding occupant restraint/protection use among Nebraska's motoring public and to increase use rates. As examples, HSO staff personnel attended the following: Child Passenger Safety (CPS), CPS Technician Classes, CPS Advisory Team Committee Meetings, CPS Technician Update, and Drive Smart meetings, includes project monitoring and site visits.

Project Name:	Occupant Protection Public Information and Education		
Project Number:	402-19-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$550,000.00		
Funding Source:	402/OP	Funding Source Amount:	\$550,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$508,061.69

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

- “Click It or Ticket” enforcement mobilization promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs.
- Placed occupant restraint messaging, with a variety of vendors and platforms, in order to reach a large male market, ages 18-34, including but not limited to: University of Nebraska Sports, NET Foundation for Television, The Bottom Line, The Ticket, Hail Varsity, Omaha Storm Chasers, Lincoln Pro Baseball (Saltdogs), Winter/Fall edition.
- Broadcast House, 1 campaign, (Frog 98, B107, WOW 105.3) CIOT/DSOGPO Ads, (11/20/18 – 12/31/18) 600 :15 sc. Ads for Click It or Ticket (CIOT), 144,500 x 6wk = 876,000 impressions. *Split with 402-19-10*
- Platforms using podcasts were continued this year with two vendors. The *Brett Kane Show*, (1) :15 second spot prior to each podcast during the 5:00 pm hour, (40) :30-second ads per month Monday – Friday, 6:00 am – 6 pm, and (20) :30 second spots on the weekends, 6 months October 31, 2018 – March 31, 2019. *The Bottom Line* (TBL), 480 mentions monthly, 120, 30 second spots, over the weekends, over 12 months, with four outlets (TBL, Big Apple, Radio 1600 and KHUB), daily motor vehicle fatality update, logo on podcast studio backdrop and web page. *Split with 402-19-10*
- AllOver Media, Click It or Ticket messaging ran from 10/1/18 to 12/1/18, 15 trucks were wrapped and there were fifty gas stations (with pumps, gas nozzles wrapped and entry door signage) statewide. The trucks reached an estimated 63,000 impressions and the 35 gas stations reached an estimated 10,725,750 impressions across the state. *Split with 402-19-10*

Project Name:	Road Safety – Employers and Employees Education Program		
Project Number:	402-19-14		
Sub-Recipient:	Nebraska Safety Council		
Total Project Amount:	\$50,000.00		
Funding Source:	402/OP	Funding Source Amount:	\$50,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$44,203.70

The grant afforded the Nebraska Safety Council (NeSC) to maintain a program coordinator to carry out a variety of tasks all related to traffic safety. The coordinator developed a communications plan for outreach to NeSC employers, including their employees, to increase awareness about road safety and the benefits to their organization, as well as employee safety. Produced evidence based presentations/training materials such as posters, fliers, infographic displays, PowerPoint presentations, social media, newspaper and radio ads and traditional media stories and articles to educate and raise awareness around road safety and the benefits to employers, employees, and families.

- Program coordinator position was vacated in early spring, existing staff picked up remaining duties and finished committed projects through August, 2019.

- Program coordinator carried out a variety of media engagements/interviews regarding the new child passenger safety law that went into effect, January 1, 2019. Also, the NeSC program coordinator provided media support around National Teen Driver Awareness Month and Distracted Driving Awareness Month.
- Program coordinator, presented on seat belt use and safe driving habits to approximately 69 organizations across 8 target counties (including Sarpy and Douglas), reaching approximately 2,587 employees and/or employers. Each participant had an average share with 4 additional persons resulting in, the indirect reach of the combined presentations, 10,348 individuals reached.
- Participated in Drive Safely Work Week, utilizing NETS educational information and links to NeSC members located in six priority counties and reaching over 1,400 individuals in September 2019. NETS information was placed on Twitter and Facebook.
- Produced evidence-based presentations/training materials including but not limited to: posters, fliers, infographic displays, PowerPoint presentations, social media, radio ads and traditional media stories and articles to educate and raise awareness around occupant protection and the benefits of seat belt use among employers, employees, and families.
- Consulted and/or provided direct support to 20% of the employer organizations in the target counties supporting seat belt use and road safety.
- Participated in regularly scheduled advocate meetings and kept in contact with stakeholders in each target county. Participated and took leadership role in the Drive Smart NE Coalition, focus on occupant restraint work group.
- Attended the 2018 Lifesavers Conference in Louisville, Kentucky.

Project Name:	Traffic Safety Coalition Support		
Project Number:	402-19-38		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$76,000.00		
Funding Source:	402/OP	Funding Source Amount:	\$76,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$76,000.00

A project-grant was awarded to National Safety Council, Nebraska (NSCN) to provide occupant protection information and educational messaging to increase knowledge of the general public regarding the benefits of occupant restraints in all seating positions. Funding was used to develop a targeted and coordinated safety belt education campaigns in five target counties (Cass, Douglas, Sarpy, Saunders and Washington).

- NSCN delivered seat belt presentations to 212 organizations, reaching over 15,923 individuals. This was carried out through safety committee meetings, health fairs, and company educational events. Materials were delivered at every presentation, each participant had an average share with 4 additional persons resulting in, the indirect reach of the combined presentations, 63,692 individuals reached.
- NSCN developed/produced educational information for dissemination at events, mock crashes, community events (health fairs, safety checks, work place members) and the College World Series. Post cards, billboards, radio ads and social media (300,000 impressions) were all utilized to carry out the message "Make it a habit." There were six billboards and two digital billboard with a reach in the target counties at approximately 6 million impressions. Radio ads accounted for 354 spots and 4 streaming ads with 5 radio stations over a four month duration (including College World Series in June). Digital ads placed (:30 sec) on 24 area high school boards in the Omaha metro area with messaging supporting seat belt use.
- NSCN participated in all Drive Smart Nebraska and Highway Safety Advocate Meetings as well as several area coalitions and groups. NSCN also participated in Healthy Kids Day and several other community events, including health fairs. Over 25,000 people of all ages received informational brochures and posters at the events. NSCN used the Distracted Driver Simulator at 8 events in the target counties.

SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT

Project Name:	Child Passenger Safety Training		
Project Number:	405b-19-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$97,200.00		
Funding Source:	405b/M2CPS	Funding Source Amount:	\$97,200.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$36,557.99

This project supported training and resources for Child Passenger Safety (CPS) instructors and technicians (i.e., mailings, brochures, newsletters, posters, and subscriptions). Nebraska has 375 certified CPS technicians, and 18 inspection stations, covering 61 of the 93 counties in the state. There were 113 technicians that recertified out of 167 eligible to recertify, representing 67.7% re-certification rate, compared to the national average of 55.1%. There were 145 technicians and instructors at the annual Update, Kearney, NE. CPS Technician trainings were held in: Grand Island, Omaha, and Lincoln. There were 53 new technicians certified. HSO provided resources to instructors, technicians and inspection stations to enhance training and education (i.e., posters, manuals, infographic cards, Get Seated, Where’s Baby). Purchased 290 LATCH manuals for new CPS Technicians. Provided copy and printing for brochures, law cards (15,750), handouts, and other CPS printed resources.

Project Name:	Occupant Protection Public Information and Education		
Project Number:	405b-19-10		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$100,000.00		
Funding Source:	405b/M2PE	Funding Source Amount:	\$100,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$97,466.12

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

- Mini-grant awarded to the Four Corners Local Health Department, Child Passenger Safety Seat Billboards were placed in four counties (Polk, Butler, Seward, York) in January, 2019 for eight weeks, receiving approximately 381,600 impressions during that period.
- Brain Injury Alliance of Nebraska was awarded a mini-grant to place billboards 7 billboards in 4 target counties (Douglas, Otoe, Lincoln and Lancaster) throughout July – October, receiving over 2.906 million impressions. BIA-NE also placed Facebook advertisements during the grant period. Facebook ads were placed Sept. 12 – Sept. 22 and reaching 4,826 impressions.
- Mini-grant award to Nebraska State Patrol, July – Sept., 325 overtime hours, to reduce injuries and injury-related costs in Nebraska, by conducting community education to support increased seat belt usage among young drivers (ages 16-20) and the public.
- Nebraska Rural Radio Network, 435 :30 spots on four stations covering over four target counties (Scotts Bluff, Dawson, York, and Cuming) during the May Click It or Ticket Campaign. (\$10,840.00)
- Wildfire Visuals, updated banner for webpage, Child Passenger Safety, with the implementation of the new law on January 1, 2019.
- Red Thread, new tab on Drive Smart Nebraska webpage, Get Seated, to introduce updated child passenger safety seat law, effective January 1, 2019.
- University of Nebraska, Bureau of Sociological Research, carried out site observations for seat belt survey at prescribed locations across nine counties designated by NHTSA.

Project Name:	Child Passenger Safety Child Safety Seat Purchase and Distribution		
Project Number:	405b-19-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$20,000.00		
Funding Source:	405b/M2CSS	Funding Source Amount:	\$20,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$17,555.94

Funding was made available to increase the availability of child safety seats for rural, low income, and minority communities where lack of child passenger protection is especially severe. This also provided up-to-date educational

Mini-Grants Awards:	Counties Served:	Child Safety Seats Purchased:	Award Costs
Four Corners Health District	York, Polk, Butler, Seward	43	\$2,500.00
Mary Lanning/Safe Kids South Central	Adams, Clay, Nuckolls, Webster	62	\$2,500.00
Three Rivers Health District	Dodge, Saunders, Washington	48	\$2,500.00
Brodstone Memorial Hospital	Clay, Nuckolls, Thayer, Webster	18	\$1,050.00
Lincoln/Lancaster County Safe Kids	Lancaster	60	\$2,911.36
Western Community Health Resources	Dawes, Sheridan, Sioux	44	\$2,468.00
Kearney County Health Solutions	Kearney	6	\$1,620.00
Links Safe Kids (North Platte)	Lincoln, Logan, Keith, Frontier, Dawson	43	\$2,417.60
Total:	9	324	\$17,555.94

information for inspection stations, which serve as resources for parents/caregivers. Nine mini-grants were awarded to purchase 324 child safety seats to be; distributed through inspection stations, hospitals, local health districts and for education at community check-up events.

The nine awards to purchase child passenger safety seats were provided to the inspection stations in the community, serving 25 counties. Additionally, there were over 571 seat checks by those receiving funding for child safety seats (CSS) and over 200 seats distributed. The CSS will also sustain the inspection stations, at the local level, and ensure every parent/caregiver has access to education and equipment to keep children safe and secure while riding in a motor vehicle.



Child Passenger Safety Seat legislation took effect on January 1, 2019 supporting: children riding rear-facing up to age two or until they reach the upper weight or height limit allowed by the car seat’s manufacture, all children up to age eight must ride correctly secured in a federally approved child safety seat/belt positioning booster, children up to age eight must ride in the back seat as long there is a seat equipped with a seat belt and not occupied by other children under age eight.

HSO printed and provided over 23,000 educational cards: for the public, hospitals, inspection stations, and daycares to utilize to inform parents, caregivers and guardians

regarding the new law. Materials were printed in English, Spanish and Arabic.

Project Name:	Occupant Protection Information System		
Project Number:	405b-19-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$100,00.00		
Funding Source:	405b/M2OP	Funding Source Amount:	\$100,00.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$78,043.54

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini-grants. Additionally, as was required, the HSO provided funding for the 2019 Nebraska Annual Safety Belt Survey to Iowa State University, Center for Survey Statistics and Methodology and to the University of Nebraska, Bureau of Sociological Research. The statewide observational safety belt survey was conducted in August of 2019. The survey was held in nine counties: Douglas, Lancaster, Buffalo, Cheyenne, Dodge, Holt, Otoe, Seward, and Sarpy. NDOT-HSO received the report in December 2019. HSO also provided mini-grant funding to support seat belt use and safety outreach through the Nebraska State Patrol (NSP) Community Service Officers. Each of the NSP 6 Troop areas carried out public information and education, at the local level, with a strong focus on those drivers and passengers, 20 years of age and younger. The general public was involved in many of the community outreach events. The NSP Community Service Education Campaign reached over 219,488 individuals during 202 events across the state.

Project Name:	Occupant Protection High Visibility Enforcement		
Project Number:	405b-19-14		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$200,000.00		
Funding Source:	405b/M2HVE	Funding Source Amount:	\$200,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$120,780.80

This project allocated funding for the HSO to award mini-grants to law enforcement agencies throughout the state to conduct occupant restraint selective overtime enforcement activities. There were 45 mini-grant contract awards completed resulting in 2,627.9 hours of selective seat belt overtime enforcement, 161 seatbelt citations, 1,375 speeding citations, 50 impaired driving arrests. There were 2,609 citations and 5,897 total contacts.

POLICE TRAFFIC SERVICES PROGRAM AREA

Project Name:	Traffic Selective Overtime Enforcement		
Project Number:	402-19-27		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$170,000.00		
Funding Source:	402/PT	Funding Source Amount:	\$190,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	75%
Is this project a part of the TSEP? Yes		Amount Expended:	\$55,118.34

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for traffic selective overtime enforcement and the National Click It or Ticket Mobilization. During the project period twelve mini-grant contracts were awarded. The mini-grant contracts were awarded as follows: Police Departments – 3 contracts; Sheriffs Offices – 6 contracts; and, Nebraska State Patrol – 3 contracts. These twelve mini-grant contracts

resulted in a total of 1068.75 hours of selective traffic overtime enforcement, 47 seat belt citations, 11 impaired driving arrests and 695 speeding citations. There were 1749 citations and 3743 total contacts.

TRAFFIC RECORDS PROGRAM AREA

Project Name:	Traffic Records		
Project Number:	402-19-30		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$5,000.00		
Funding Source:	402/TR	Funding Source Amount:	\$5,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$1,521.80

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan, which was updated, published on June 8, 2019 and placed on the HSO website. Numerous traffic records support systems are in the planning phase to upgrade systems.

The target of decreasing lag time of crash location data has improved to less than four months but the less than 30-day target has not yet been accomplished.

The target to increase the number of crash reports submitted electronically from the current 80% to 90% has once again, experienced an upward trend, but has not yet been accomplished and currently stands at 87%. The likelihood of achieving the 90% goal is very probable in the next grant cycle.

Project Name:	Nebraska Traffic and Criminal Software (TraCS) Expansion		
Project Number:	402-19-31		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	134,000.00		
Funding Source:	402/TR	Funding Source Amount:	134,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$ 87,788.29

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

Because of additional funding from the Nebraska Crime Commission, several agencies were able to take advantage of implementing the TraCS system. There have been several pilot agencies that have been testing the system and providing regular feedback for enhancements.

Enhancements and problem resolution have been on going throughout the project term. The initial target of increasing participation from four agencies to eight by September 30, 2019 was exceeded shortly after introduction. Participating agencies at fiscal year-end stands at 44, exceeding the goal by 36 agencies.

SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

Project Name:	E-Citation and Traffic Record Improvement		
Project Number:	405c-19-01		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$364,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$364,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$ 236,558.04

Funding was provided to the Nebraska Crime Commission (NCC) for support of the Nebraska Criminal Justice Information System (NCJIS) with other agencies (Nebraska Department of Transportation, Department of Motor Vehicles (DMV), Department of Health and Human Services, Courts, and Nebraska State Patrol (NSP) that deal directly with traffic records, to design an efficient collection and transmission of traffic records data. The target of this project was to decrease lag time of crash location data from the current one year to less than 30 days. A second target is to increase the number of citations submitted electronically from the current 45% to 65% during the 12-month project period. A committee including NSP, County Attorneys, NCC, and the Supreme Court met and developed the Administrative License Revocation (ALR) form that will be implemented in 2019.

Results:

For the project period of October 1, 2018 to September 30, 2019, the goal of decreasing the lag time of crash location data from the date of the crash was met and is currently reflecting an average of 5.62 days.

CY2019 data is not yet available to measure the number of eCitations submitted electronically. The result when measuring the increase in eCitations submitted from 2017 to 2018 reflects an increase of 10%.

The NCC is working together with DHHS to link the medical data information and crash information to determine projected crash expenses and motor vehicle crash outcomes. However, at this time, 2019 data is not available.

Implemented expanded data collection in TraCS and Sleuth. The number of law enforcement agencies now electronically submitting citations are 48 and that includes the Nebraska State Patrol and Sleuth. Approximately 91 County Attorneys receive NSP citations electronically (data and images) from NCJIS, eliminating the need for troopers to hand deliver them as well as reducing court/prosecutor data entry and speeding up the process and increasing efficiency. Electronic citation data can now be accessed by City Attorney Offices as well. NCC has made a more concentrated effort to work closely with all vendors to provide more local agencies with eCitations.

Total Citations Vs Electronic Citations			
Year	Total No. of Citations	Total No. Of eCitations	Annual eCitation Percentage
2010	189485	1235	0.65%
2011	176919	68244	39%
2012	165415	74395	45%
2013	163653	76298	47%
2014	165031	77294	47%
2015	161628	77056	48%
2016	160879	79046	49%
2017	139752	66902	48%
2018	111370	64503	58%

Project Name:	Crash Outcome Data Evaluation System (CODES)		
Project Number:	405c-19-14		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$222,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$222,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$119,566.18

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

- Two CODES Advisory Committee meetings were held in FY2019: April and September.
- CODES Advisory Committee members served as experts in choosing indicators to measure shared risk and protective factors associated with motor vehicle crashes and injuries.
- Received all 2017 data sources by October 2018. Final data linkages were completed in 12/2018.
- Crash, EMS and Death data for 2018 has already been received, and linkage has begun.
- The software used to link data, LinkSolv, was updated this year.
- The 2017 CODES Management Report was completed in December 2018.
- DHHS officials worked with Syndromic Surveillance Epidemiologist and Syndromic Surveillance Intern to complete an assessment of motor vehicle crashes in the Syndromic Surveillance system; the results of this project and other CODES + Syndromic Surveillance collaborations were presented at the September 2019 CODES Advisory meeting.
- Several ongoing Syndromic Surveillance syndromes were developed to continue near real time surveillance of motor vehicle crashes, crashes related to alcohol and drug use, pedestrian injuries, and e-scooter injuries.
- Development began on an online CODES application using Logi Analytics technology. Several trainings, developer meetings, Logi Core meetings were attended by key figures. Extensive work began to draft an online application set to go live in 2020.
- Over 75 data requests were prepared and disseminated, more than nine times more data requests than had been responded to in the previous year. The recipients varied, but included: local Safe Kids programs, Division of Behavioral Health, Local Health Departments, Walk Bike Nebraska, Injury Prevention Program, Bryan Health, infectious disease epidemiology, Nebraska Public Policy Center, Children and Family Services, Brain Injury Alliance, US DOT Federal Highway Administration, Nebraska Safety Council, MAPA, Drive Smart Nebraska, Safe Kids Nebraska, Great Plains Tribal Epidemiology Center, Nebraska Violent Death Reporting System, Maternal and Child Health, NDOT HSO, CDC, and others.
- The linkage rate between crash data noting an EMS transport and EMS data was 86%.
- The linkage rate between fatal crashes in crash data and death certificate records was 98%.

The linkage rate between hospital discharge data noting a motor vehicle crash and crash data was 45%.

Project Name:	E-CODE Data Quality Assessment and Improvement		
Project Number:	405c-19-15		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$46,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$46,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$46,000.00

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury-related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome Data Evaluation System

(CODES) database, which links four database sources, crash, EMS, Hospital Discharge and Death Certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-CODE law; monitoring progress in E-CODE compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

- Received 2018 data; reviewed and cleaned to prepare final dataset as well as CODES dataset.
- 2018 EMS data quality assessment annual report was written, finalized, and shared with EMS program staff.
- New data was received in February 2019, and data quality summary reports created following the plan of objectives.
- Held meetings with EMS officials; worked on Traffic Records Assessment questions 282 and 302.
- Prepared the strategies based on the Nebraska business rules in draft EMS Data Dictionary and prepared the EMS Data Dictionary in PDF format.
- Received and analyzed quarterly data; generated quarterly report and distributed to each hospital.
- Received feedback from hospitals regarding the contents of their quality reports; corresponded to explain several indicators.
- In November 2018, 2017 annual data was prepared and analyzed. An annual report was generated and distributed for each hospital.
- Met with NHA to discuss the current data quality of E-codes, provided feedback on questions from hospitals to the NHA.
- The linkage rate between crash data noting an EMS transport and EMS data was 86%.
- The linkage rate between fatal crashes in crash data and death certificate records was 98%.
- The linkage rate between hospital discharge data noting a motor vehicle crash and crash data was 45%.

Project Name:	Traffic Records Program Coordination		
Project Number:	405c-19-16		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$35,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$35,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$13,506.45

This project allocated funds to the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate monitor, and audit traffic records program area grants and activities. This is an internal traffic records system support project to assist the HSO with the ability to support opportunities for HSO staff and other state/local agencies to assist in improving the linkage and automation of critical record systems, such as the crash records file. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and archaic technology. Funding was provided for time spent on project grants, E-Citations and Traffic Records Improvement, Nebraska EMS Data Quality Assessment and Improvement, Nebraska Crash Outcome Data Evaluation System, E-CODE Data Quality Assessment and Improvement. This grant also provides a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records capabilities.

The HSO staff:

- Provided coordination and technical support and assistance to improve traffic records information and to insure that a mechanism is available to provide information for special traffic record requests (both internal and external).
- Conducted desk and on-site monitoring for each assigned traffic records project.
- Assisted and provided technical traffic records data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc.
- Emailed committee members to gather information for TRCC (Traffic Records Coordinating Committee) to revise and update the Traffic Safety Information System Strategic Plan.

- Attended the following conferences/meetings:
 - E-Citation and Traffic Records Improvement – Nebraska Crime Commission – August 22, 2019
 - Nebraska EMS Data Quality Assessment and Improvement - Department of Health and Human Services –July 24, 2019
 - Nebraska Crash Outcome Data Evaluation System – Department of Health and Human Services – July 24, 2019
 - Nebraska E-CODE Data Quality Assessment and Improvement – July 24, 2019.
 - Highway safety seminars, conferences, workshops, meetings, training, etc. pertaining to traffic records, i.e. CODES, traffic safety committee with NDOT, etc.
 - DHHS CODES Meeting – April 3, 2019 & September 18, 2019
 - Traffic Records Coordinating Committee Meeting – October 25, 2018, January 10, 2019, April 18, 2019 & July 18, 2019
 - E-Documents Meetings with Nebraska State Patrol

DISTRACTED DRIVING PROGRAM AREA

Project Name:	Distracted Driving Public Information and Education		
Project Number:	402-19-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$94,000.00		
Funding Source:	402/DD	Funding Source Amount:	\$94,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$ 42,866.18

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

Produced Distracted Driving Work Zone Safety infographic for distribution in April and there were 1,500 infographic cards produced and distributed across the state.

Red Thread, graphic production for the “Thumbs Up for Safe Driving” Campaign or Distracted Driving Awareness Month. This message was shared by AllOver Media on 11 wrapped trucks traveling across the state, during 4/8/19 6/8/19 and receiving 10,500,000 impressions for ages 18 and up.

SECTION 405e – DISTRACTED DRIVING PROGRAMS

Project Name:	Distracted Driving Public Information and Education		
Project Number:	405e-19-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$50,000.00		
Funding Source:	405e/M8PE	Funding Source Amount:	\$50,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$24,001.55

Provided a mini-grant to Mary Lanning Hospital for two billboards and a banner for a high school to reach teens in Adams County, a priority county, in May for the end of the school year and 100 days of summer campaign. The HSO worked with Red Thread to produce a distracted driving campaign with graphics for social media ad package, posters, billboards, radio placement and truck wrap. Billboards placed in four target counties (Lancaster, Gage and Scotts Bluff) for four weeks, focus on rural areas.

Red Thread provided Social media content for Distracted Driving Awareness month in April and the content was used on DriveSmartNE.org and with coalition members.



Project Name:	Distracted Driving Selective Overtime Enforcement		
Project Number:	405e-19-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$50,000.00		
Funding Source:	405e/M8DDLE	Funding Source Amount:	\$50,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$42,072.02

This project provided funding to the HSO to award mini-grants for selective overtime distracted driving enforcement to state and local law enforcement agencies. Participating agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing distracted driving-related fatal, A and B injury crashes. During the project period four mini-grant contract were awarded to two police departments. This mini grant resulted in a total of 685 hours of selective overtime enforcement with over 147 seat belt citations, 1,000 speeding citations and 1 impaired driving arrest. The total number of citations issued was over 1,459.

IDENTIFICATION AND SURVEILLANCE PROGRAM AREA

Project Name:	Youth Public Information and Education		
Project Number:	402-19-19		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$80,033.00		
Funding Source:	402/IS	Funding Source Amount:	\$80,033.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$68,341.44

Provide funding for mini-grant contracts specific to youth (ages 20 and under) awareness and education as need is demonstrated.

One mini-grant was awarded to Norfolk JOOI Club to carry out a “Teen Driver Safety Summit” education around distracted driving, impaired driving, railroad crossing safety and respect the rig, and NSP was present with the seatbelt convincer.

Nebraska Department of Health and Human Services (DHHS), Injury Prevention received a mini-grant contract award to reduce injuries and injury related cost through education and awareness implementing “Teens in the Driver Seat” (TDS) safety campaign. There are 36 high schools that are working to address teen driving behaviors; increase education and awareness around the traffic safety laws, graduated licensing, teen/parent driving agreements, work with driver training organizations to increase knowledge around GDL laws and restrictions. Additional efforts to increase education around seat belt use and safety.

HSO provided mini-grant to CHI Health Good Samaritan to support “Live to See the Sun Rise” occupant protection during Prom and Graduation in Buffalo County.

Drive Smart Nebraska Coalition, consists of 48 members (public and private partners), committed to using evidence-based strategies to reduce the incidence of motor-vehicle deaths and injuries among our youth (ages 20 and under). The DSN tool kits focused on occupant protection and distracted driving.

Project Name:	Youth Program Coordination		
Project Number:	402-19-21		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$34,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$34,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$29,698.73

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

Project Name:	Traffic Safety Program Coordination		
Project Number:	402-19-23		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$142,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$142,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$113,491.25

This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, equipment inventory, and audit general traffic safety-related program area grants and activities (excluding the areas of alcohol, occupant restraints, youth, and speed). The coordination and assistance provide an essential element to traffic safety awareness programs. The HSO staff attended the following conferences, workshops, meetings, trainings: HSO Nebraska Advocates for Highway Safety Meetings; NDOT Interagency Safety Committee meetings; Nebraska Operation Lifesaver Board and Committee meetings; NHTSA/GHSA webinars and meetings; and NHTSA Region 7 conference calls. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini-grants related to traffic safety-related requests by law enforcement agencies, organizations, and schools were processed. Includes project monitoring and site visits.

Project Name:	Traffic Safety Public Information and Education		
Project Number:	402-19-24		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$82,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$82,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	79%
Is this project a part of the TSEP?	No	Amount Expended:	\$86,575.79

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

- One mini-grant was awarded to Four Corners Local Health Department (serving Seward, Polk, Butler and York) to support education and awareness focusing on speed-related traffic incidents, young drivers (20 years of age and younger), pedestrians, bicyclists and child passenger safety. Four Corners used billboards, radio and television advertising, county fairs, community events and social media to reach youth in their service area.
- La Casa del Pueblo, received a mini-grant award to carryout Hispanic outreach in four target counties (Douglas, Dakota, Platte and Colfax). They shared information in papers about Nebraska’s new child restraint law, distributed flyers for Cinco de Mayo and Drive Sober or Get Pulled Over, and hung billboards for St. Patrick’s Day.



SPEED CONTROL PROGRAM AREA

Project Name:	Speed Program Coordination		
Project Number:	402-19-32		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$10,000.00		
Funding Source:	402/SC	Funding Source Amount:	\$10,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$2,566.41

This project allocated funding to the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit speed program area grants and activities. The coordination and assistance provide an essential element in a successful speed awareness program. Assistance was provided to law enforcement agencies and organizations with scheduling, maintenance, delivery and return of the HSO’s Speed

Monitoring Trailer loaner units. Trailers were scheduled and delivery made to thirteen different law enforcement agencies across the state. Seven (54%) within the target counties, and six (46%) in non-target counties. Mini-grant contracts were reviewed for speeding enforcement, speed monitoring trailers, and speed detection equipment. Includes project monitoring and site visits.

Project Name:	Speed Public Information and Education		
Project Number:	402-19-35		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$25,000.00		
Funding Source:	402/SC	Funding Source Amount:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$0.00

This project provided funding to the HSO for the development/creation/production/implementation of speeding educational messaging. The HSO's loaner speed trailer was provided to fourteen agencies to slow traffic and raise speed awareness. These fourteen counties represented 43 percent of the HSP target counties. No activity or funding was provided as there were no repair or insurance claims and staffing restraints limited our educational messaging.

SPEED ENFORCEMENT PROGRAM AREA

Project Name:	Traffic Law Enforcement		
Project Number:	402-19-26		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$102,438.00		
Funding Source:	402/SE	Funding Source Amount:	\$102,438.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$57,066.60

This project grant was awarded to the Nebraska Law Enforcement Training Center for specialized/additional highway safety-related training available to all Nebraska law enforcement officers. The following courses were offered; three Standardized Field Sobriety Testing (SFST) classes (121 trained); two SFST Update classes were scheduled but cancelled due to lack of enrollment; three Radar Certification classes (116 trained); three LIDAR Certification classes (125 trained); three In-Car Camera Operation classes (120 trained); one Intermediate Crash Investigation class (17 trained); one Advanced Crash Investigation class (15 trained); three Basic Crash Investigation classes (118 trained); no IMS Map 360 Crash Mapping Course due to lack of enrollment; and two Advanced Roadside Impaired Driving Enforcement (ARIDE) class (12 trained). Preliminary breath testing training was provided to 317 students; and, evidentiary breath testing training was provided to 287 students.

Project Name:	Speed Selective Overtime Enforcement		
Project Number:	402-19-33		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$160,000.00		
Funding Source:	402/SE	Funding Source Amount:	\$160,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	72%
Is this project a part of the TSEP? Yes		Amount Expended:	\$41,920.85

This project provided funding to the HSO to award mini-grants for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies with preference to the priority counties. Participating

agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing speed-related fatal, A and B injury crashes. During the project period two mini-grant contracts were awarded as follows: Sheriff's Offices – 1; and, Nebraska State Patrol – 1. These two mini grants resulted in a total of 228 hours of selective speed overtime enforcement, 27 speeding citations, 4 arrests for reckless driving, and 6 citations driving under suspension. The total number of citations issued was 92 and 204 contacts were made.

This project allocated funding to the HSO to award mini-grants to state and local law enforcement, with preference to agencies in the priority counties, to assist with the purchase of new speed detection equipment to enforce posted speed limits as part of special enforcement operations. Additional consideration is given to those agencies in the "speed emphasis" counties to impact attitudes and driving behavior. During the project period, 20 mini-grant contracts were awarded providing 32 radar units as follows: Police Departments – 10 contracts and Sheriff's Offices - 10 contracts. The 32 radar units that were awarded this fiscal year resulted in a total of 1,365 speeding citations and 204 speeding warnings.

SECTION 405f – MOTORCYCLIST SAFETY GRANT

Project Name:	Motorcycle Public Information and Education		
Project Number:	405f-19-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$60,000.00		
Funding Source:	405f/M9MA	Funding Source Amount:	\$60,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$26,029.53

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

A mini-grant was awarded to Nebraska Safety Council to raise motorcycle safety awareness. The Nebraska Safety Council contracted with the Nebraska Broadcasters Association to broadcast on 86 radio 1,011 Motorcycle Safety Awareness messaging ads across Nebraska.

In June 2019 the Nebraska Safety Council contacted with the Nebraska Broadcasters Association to broadcast on 95 radio stations 1,126 Motorcycle Safety Awareness Messaging ads across Nebraska.

Transformational Marketing created 5 social media graphics for "M" endorsements for the Nebraska Safety Council social media platform.

Tiger Oak Media motorcycle safety digital media campaign had 450,000 impressions. In addition, Facebook yielded another 44,390 impressions.

Motorcycle Safety Awareness Billboards were placed at the following location; Omaha, NE. 154th and Center Street, 132nd and L Street, Sarpy County, 270 and Highway 75, Lincoln NE. Van Dorn Bypass and Hwy 77, 84th and Fletcher Street.

Project Name:	Motorcycle Training Assistance		
Project Number:	405f-19-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$30,000.00		
Funding Source:	405f/M9MT	Funding Source Amount:	\$30,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$19,037.55

This project provided the HSO with motorcycle safety funding to support the ongoing motorcycle rider training assistance. A grant was awarded to the Nebraska Department of Motor Vehicles (DMV) to implement measures designed to increase the recruitment and/or retention of motorcyclist safety training instructors. Two Motorcycle Instructor Update classes were completed during the 2019 fiscal year. Northeast Community College in Norfolk with 23 participants plus two trainers. The other update class was held at the National Safety Council in Omaha on March 2, 2019, with 32 participants plus two trainers. Twelve participants successfully finished the new motorcycle instructor training over three weekends between March 29, 2019 and April 14, 2019. This training was conducted at the Sarpy County Safety Program in Papillion, NE.

1906 RACIAL PROFILING COLLECTION GRANT

Project Name:	Improving Data Collection Methods and Reporting		
Project Number:	1906-19-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$335,538.98		
Funding Source:	1906/F1906CMD	Funding Source Amount:	\$335,538.98
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$392,924.88

This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial data related to Nebraska traffic stops. Local entities are able to apply for mini-grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time. During the project period, 38 contracts were awarded to local law enforcement agencies and the Nebraska Fire Marshall through the mini-grant contract awarded to the Nebraska Crime Commission that provided funding for equipment to report citations and vehicle crashes electronically.

Project Name:	Review and Analysis of Collected Data		
Project Number:	1906-19-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$36,000.00		
Funding Source:	1906/F1906ER	Funding Source Amount:	\$36,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$7,976.71

This project is to provide funding support for the Nebraska Crime Commission to enhance their ability to analyze the annually collected traffic stop racial profiling data and to improve the annual reporting on the agency website. In addition, local agencies could apply for mini-grants to assist them in generating local analysis reports for their own use. A comparison for total citations issued vs eCitations issued for CY2017 and CY2018 shows a 3.71% increase of reports submitted electronically. Overall, 58% of total citations issued for CY2018 were electronic citations. The goal of 95% of e-citations issued has not yet been achieved.

OTHER FUNDING

Project Name:	Drowsy Driving Injury Prevention – GHSA Grant		
Project Number:	GHSA (1901)		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$15,000.00		
Funding Source:	GHSA	Funding Source Amount:	\$15,000.00

This project funding was awarded from the Governors Highway Safety Association (GHSA), through support of the National Road Safety Foundation (NRSF) to implement drowsy driving prevention programs and campaigns.

NDOT - HSO worked with community colleges and local health districts in target counties to carry out an educational campaign on drowsy driving and prevention. There were eight community events for young adults, ages 18-34 and for seniors, ages 65-75. NDOT – HSO reached 20 percent of the population in four target counties.

- Drowsy Driving, digital campaign, with KETV, to reached Douglas, Lancaster, Sarpy, Dawson, and Platte Counties. There were approximately 500,000 display impressions on KETV web and mobile app.
- Utilized social media, rotating local information with national information to use on social media platforms (Twitter and Facebook). Drive Smart Nebraska supported messaging in August and September.

Project Name:	Ford Driving Skills for Life		
Project Number:	Ford (1901)		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$15,000.00		
Funding Source:	GHSA	Funding Source Amount:	\$2,110.37

This project funding was awarded from the Ford Motor Company Fund administered through the Governors Highway Safety Association (GHSA) to provide newly licensed teens (age 16 through 20) with additional skills for safe driving beyond what they learn in standard driver education programs. The project period is from July 2018 to May 2019.

The Nebraska Department of Transportation (NDOT) Highway Safety Office, with the assistance of many volunteers from the public and private sector, planned the event for April 2019 at the Nebraska Safety Center in Kearney, Nebraska. The participants drove courses, operated simulators to demonstrate impaired and distracted driving, as well as learned from experts providing information about seat belts, sharing the road with commercial vehicles, and other safe driving practices.

buzzed driving and baseball don't mix.

Designate a sober driver
for the game.

buzzed
driving is
drunk
driving
designate a sober driver



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

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