

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



**October 1, 2012 – September 30, 2013**

Nebraska Office of Highway Safety  
P.O. Box 94612, Lincoln NE 68509  
[www.transportation.nebraska.gov/nohs](http://www.transportation.nebraska.gov/nohs)



# **STATE OF NEBRASKA**

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

**October 1, 2012  
through  
September 30, 2013**

**Dave Heineman, Governor**

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## EXECUTIVE SUMMARY

### **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.

### **Executive Summary**

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

Staff members of the NOHS are responsible for the administration of the federal section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds. In addition, the Enforcing Underage Drinking Laws federal grant funding from the U.S. Department of Justice is integrated into the NOHS activity.

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

The NOHS is an active participant in the development of the Nebraska Strategic Highway Safety Plan (NSHSP). Two members of the NOHS staff serve on the NSHSP Interagency Safety Working Committee. Many of the critical strategies employed to address the problems identified in that Plan are directly related to the strategies in this Plan. Nearly all of those involved in the NSHSP development are members of the NOHS Highway Safety Advocates Group.

In addition, the NOHS works with the Nebraska State Patrol Carrier Enforcement Division and provides input and assistance related to the activity within the Federal Motor Carrier Assistance Plan. The NOHS Administrator also serves as the Vice Chair for the Department of Health and Human Services (DHHS) Preventive Health Advisory Committee that oversees the Prevent Health Block Grant award. The NOHS Administrator also serves as a member of Nebraska Partners in Prevention (NePip) Advisory Committee that makes recommendations to the DHHS Strategic Prevention Framework - State Incentive Grant (SPF – SIG). Each of these relationships is important to leverage activity that influences the NOHS initiatives while avoiding potential duplication of efforts.

The NOHS recently was the beneficiary of a completed Traffic Records Assessment (TRA) (July 2011). The NOHS and the Traffic Records Coordinating Committee have reviewed the recommendations. A Traffic Records Strategic Planning process is scheduled for October 2012. A new 408 Strategic Plan will be written incorporating many of the suggestions from the TRA. This will enhance the ability to conduct problem identification, monitor project activity, produce measurable results, and evaluate the performance of programs.

The Nebraska Office of Highway Safety submits the Fiscal Year 2013 (FY13) highway safety plan document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting highway safety identified problems. This process also appropriately provides the state with the ability to determine measurable

outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402 State and Community Highway Safety Projects by Program Area for FY2013, additional Highway Safety Funding, and Non-Highway Safety Program Funding. Additional sections provide the required federal States Certifications and Assurances and include the FY2013 Section 402 Obligation Cost Summary.

In addition to Section 402 funds, additional funding targets the following topical traffic safety issues:

- Section 405 Occupant Protection Incentive Grant will be used to increase the statewide child restraint and safety belt usage, media campaigns, and incentive awards for law enforcement agencies.
- Section 408 State Traffic Safety Information System Improvements Grant will be used to improve the State data systems linking medical, roadway and economic data.
- Section 410 Alcohol-Impaired Driving Countermeasures Incentive Grant will fund equipment, overtime enforcement, and training to reduce alcohol and other drug involvement in traffic crashes.
- Section 2010 Motorcyclist Safety Grant funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.
- The U.S. Department of Justice provides funding to enforce the laws on underage drinking problems through environmental and enforcement strategies.

### **Process Description**

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

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

### **Problem Identification**

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

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

roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

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

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

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

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

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

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

Non-profit organizations:

Mothers Against Drunk Driving Nebraska, National Safety Council, Nebraska,  
Nebraska Prevention Center for Alcohol and Drug Abuse, Nebraska Safety Council, Inc.,  
University of Nebraska – Kearney - Nebraska Safety Center, etc.,  
University of Nebraska – Lincoln.

Professional associations:

Nebraska County Attorney's Association, Nebraska Trucking Association,  
Police Officer's Association of Nebraska, Nebraska Sheriff's Association, etc.,  
and interested individuals.

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

Among the other groups that contribute are:

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

Other critical considerations in the problem identification process are the use of conducted assessments, surveys (attitudinal, observations, etc.) evaluations (administrative, scientific, etc.) and studies. Years-of-life lost (see page 23) is a public health measure that will also be utilized. These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2013 problem identification process, the NOHS has elected to review overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information. Calendar year state crash data are being utilized. (A three year baseline average is used in all core outcome measures.)

Geographical consideration is used in the problem identification process including dividing the problems according to Nebraska's three United States House of Representatives' Districts. Further geographical problem identification considerations will primarily concentrate on the selected 23 priority counties (see page 24), representing 81.5% of the population within those congressional districts. These counties and the communities within them have been selected based upon crash data from the previous three years.



## Nebraska Annual Comparative Data Chart

Nebraska Annual Comparative Data										
					Progress Report Data CY2008-2011				Projection	
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>Fatalities (F)</b>	254	276	269	256	208	223	190	181	178	171
<b>Rural Fatalities</b>	199	207	204	194	176	170	153	132	130	126
<b>Urban Fatalities</b>	55	69	65	62	32	53	37	49	48	45
<b>Serious Injuries (A)</b>	2,107	2,053	1,965	1,976	1,854	1,945	1,750	1,768	1,694	1,655
<b>Fatalities and Serious Injuries Combined (F/A)</b>	2,361	2,329	2,234	2,232	2,062	2,168	1,940	1,949	1,872	1,826
<b>Vehicles Miles (Millions)</b>	18,811	18,938	19,223	19,202	18,864	19,147	19,698	19,478	19,673	19,868
<b>Rural Vehicle Miles (Millions)</b>	11,172	11,172	11,021	11,129	10,714	10,874	11,123	11,043	11,154	11,264
<b>Urban Vehicle Miles (Millions)</b>	7,639	7,766	8,202	8,073	8,149	8,272	8,396	8,435	8,519	8,604
<b>Fatalities Per 100 Million VMT</b>	1.36	1.46	1.40	1.33	1.10	1.16	0.97	0.95	0.84	0.80
<b>Rural Fatalities Per 100 Million VMT</b>	1.78	1.85	1.85	1.74	1.64	1.56	1.38	1.20	1.17	1.12
<b>Urban Fatalities Per 100 Million VMT</b>	0.72	0.89	0.79	0.77	0.39	0.64	0.44	0.58	0.53	0.50
<b>Fatality and Serious Injury Rate / (100 Million VMT)</b>	12.6	12.3	11.6	11.6	10.9	11.3	9.8	10.0	9.3	9.0
<b>Population</b>	1,741,450	1,751,069	1,759,779	1,769,473	1,783,432	1,796,619	1,826,341	1,826,341	1,826,341	1,826,341
<b>Fatality Rate/100K Population</b>	14.6	15.8	15.3	14.5	11.7	12.4	10.4	9.9	9.3	8.8
<b>Fatality and Serious Injury Rate /100K Population</b>	135.6	133.0	126.9	126.1	115.6	120.7	106.2	106.7	102.3	99.4
<b>Alcohol-Related Fatalities</b>	89	81	86	91	67	79	53	51	54	48
<b>Alcohol-Related Fatalities as a % of All Fatalities</b>	35.0%	29.3%	32.0%	35.5%	32.2%	35.4%	27.9%	28.2%	25.9%	24.5%
<b>Alcohol-Related Fatality Rate / (100 Million VMT)</b>	0.47	0.43	0.45	0.47	0.36	0.41	0.27	0.26	0.24	0.21
<b>Fatal, A and B Injury Crashes</b>	6,305	6,051	5,706	5,830	5,514	5,387	5,025	4,998	4,931	4,851
<b>Alcohol-Related Fatal, A and B Injury Crashes</b>	748	698	682	712	685	628	580	610	570	563
<b>Percent of Population Observed Using Safety Belts</b>	79.2%	79.2%	76.0%	78.7%	82.7%	84.8%	84.1%	84.2%	87.7%	88.2%
<b>Speed-Related Fatal, A and B Injury Crashes</b>	581	576	425	535	400	423	454	374	371	369
<b>Youth-Involved Fatal, A and B Injury Crashes</b>	2,253	2,207	2,009	1,971	1,725	1,742	1,576	1,414	1,451	1,401
<b>All Other Factors - Fatal, A and B Injury Crashes</b>	4,976	4,777	4,599	4,583	4,429	4,336	3,991	4,014	3,949	3,878
<b>Percent of unbelted drivers and occupants seriously injured or killed in a crash</b>	54.0%	52.1%	48.1%	47.7%	45.8%	35.4%	48.0%	48.4%	37.3%	39.8%
<b>Unrestrained Passenger Vehicle Occupant Fatalities</b>	118	145	136	122	114	128	108	98	95	90
<b>Speed-Related Fatalities</b>	42	51	64	44	42	22	26	16	15	15
<b>Motorcycle Fatalities</b>	21	17	18	15	20	15	14	23	14	14
<b>Unhelmeted Motorcycle Fatalities</b>	4	3	4	4	4	5	1	3	0	0
<b>Drivers Age 20 or Younger Involved in Fatal Crashes</b>	62	54	68	71	47	46	37	26	27	25
<b>Pedestrian Fatalities</b>	9	8	9	8	5	9	7	2	5	4
<b>Distracted Driver - Fatal, A and B Injury Crashes</b>	833	874	819	749	732	783	696	729	662	648
<b>Safety Belt Citations Grant Funded</b>						3,605	3,622	4,051	4,213	4,375
<b>Impaired Driving Arrests Grant Funded</b>						2,424	2,807	2,205	2,293	2,381
<b>Speeding Citations Grant Funded</b>						25,350	18,395	29,777	30,968	32,159

\*Safety belt percentages from "Health Education, Inc." statewide observation Safety Belt Use Surveys

<http://factfinder.census.gov/sevlet/>

Distract Driving Numbers - Follow To Closely, Inattention, Mobile Phone, Distracted-Other

Vehicle Miles Source - NDOR - Travel Data for the (Year) HPMS Study Projections are determined using 3 year baseline average.

Safety Belt Usage Rates - Nebraska Safety Use Report - Health Education Inc.

Source: Nebraska Department of Roads, Standard Summary of Nebraska Motor Vehicle Traffic Accidents

## Performance Goals Selections

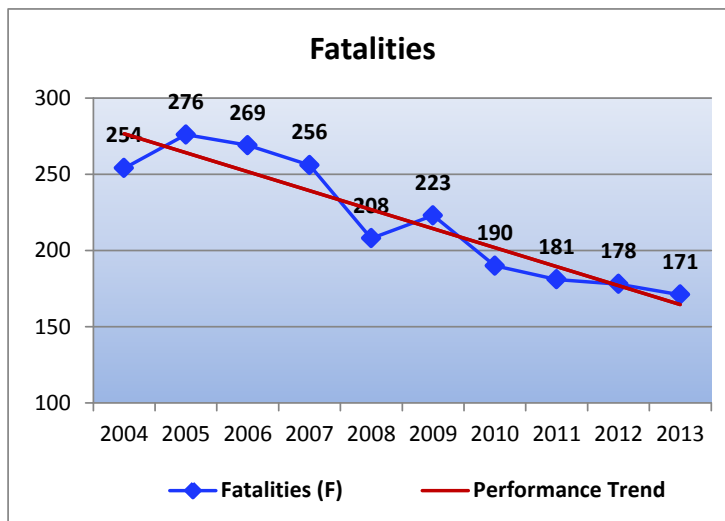
Performance goals, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration.

Using the experience and expertise of the NOHS professional staff and state crash data, an appropriate overall statewide performance goal and performance measures in selected emphasis areas are established. Projections are based on a regression analysis program. The projection is based upon a sustained level of activity and the goal is established by anticipating additional activity that more precisely targets identified problems.

## Performance Goals and Trends

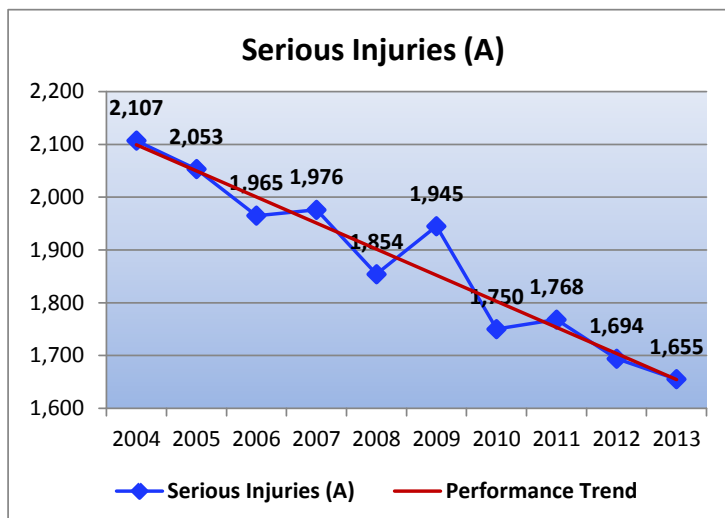
### Goal: Fatalities

To decrease Fatalities by 10% from the 2009-2011 calendar base year average of 198 to 171 in CY2013.



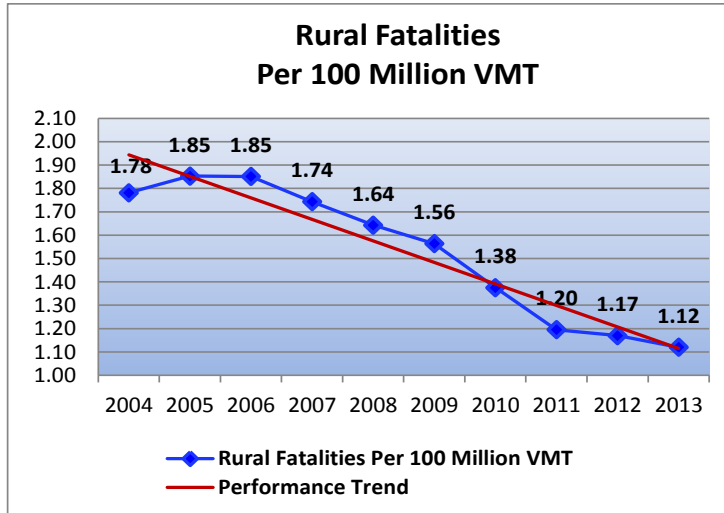
### Goal: Serious Injuries

To decrease Serious Injuries by 7% from the 2009-2011 calendar base year average of 1,821 to 1,655 in CY2013.



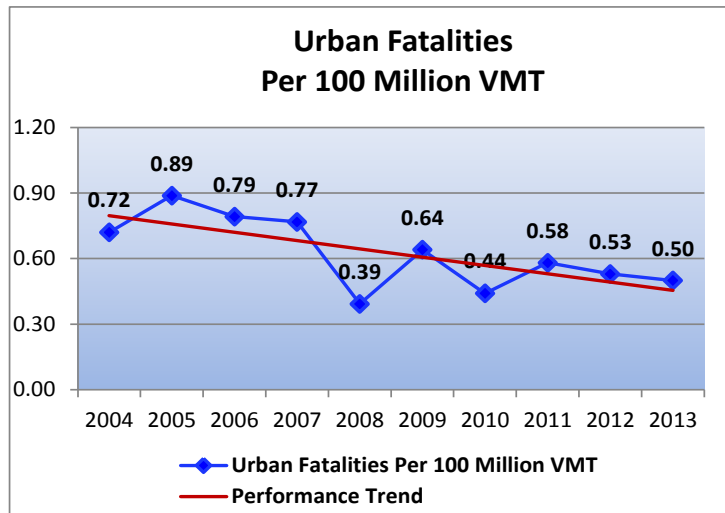
**Goal: Rural Fatalities/100 Million VMT**

To decrease Rural Fatalities/100 Million VMT by 15% from the 2009-2011 calendar base year average of 1.38 to 1.12 in CY2013.



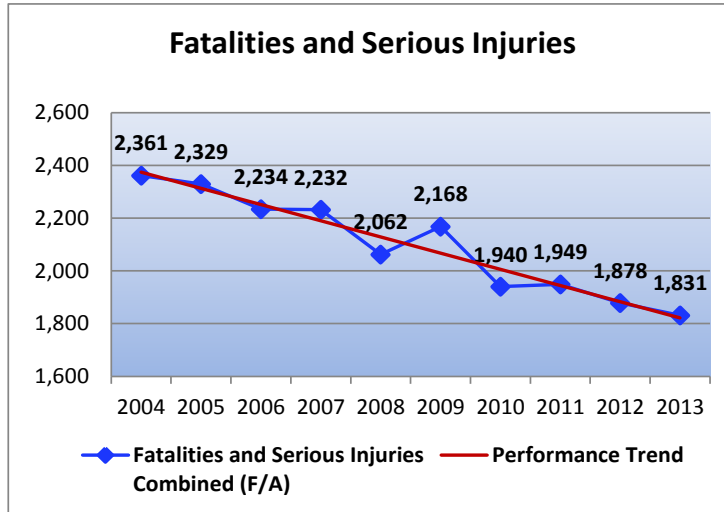
**Goal: Urban Fatalities/100 Million VMT**

To decrease Urban Fatalities/100 Million VMT by 5% from the 2009-2011 calendar base year average of 0.55 to 0.50 in CY2013.



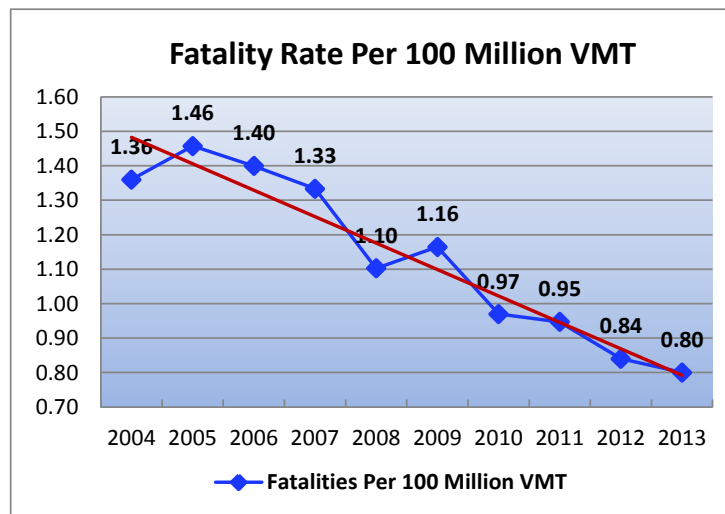
**Goal: Fatalities and Serious Injuries**

To decrease Fatalities and Serious Injuries by 7% from the 2009-2011 calendar base year average of 2,019 to 1,831 in CY2013.



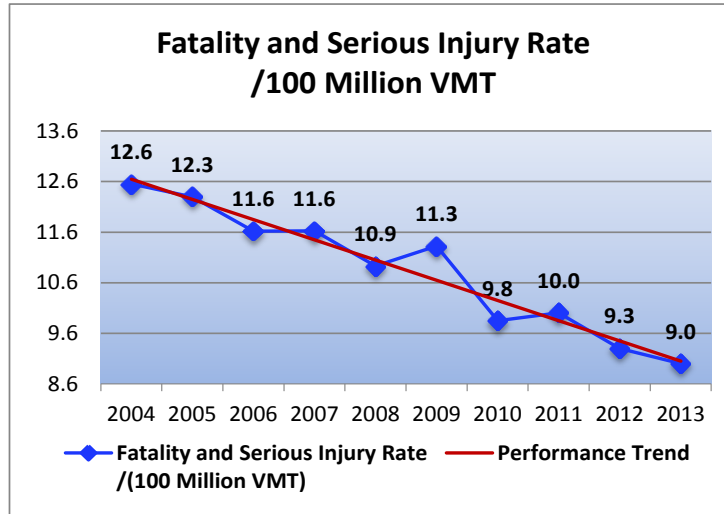
**Goal: Fatality Rate/100 Million VMT**

To decrease the Fatality Rate/100 Million VMT by 14% from the 2009-2011 calendar base year average of 1.03 to 0.80 in CY2013.



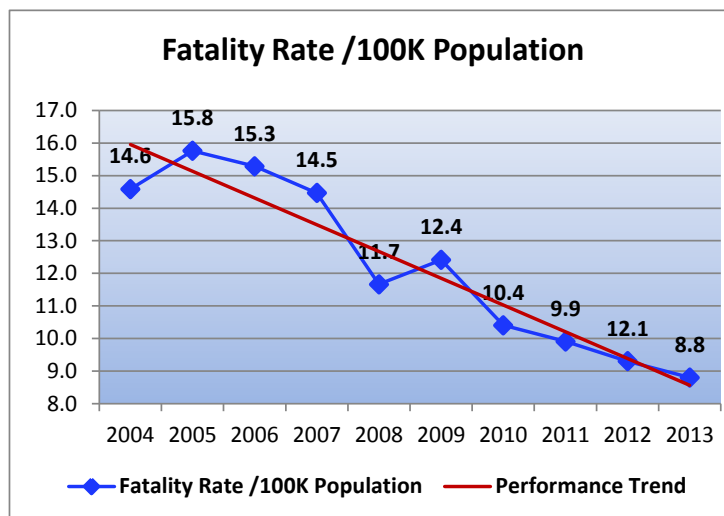
**Goal: Fatality and Serious Injury Rate/100 Million VMT**

To decrease the Fatality and Serious Injury Rate/100 Million VMT by 10% from the 2009-2011 calendar base year average of 10.4 to 9.0 in CY2013.



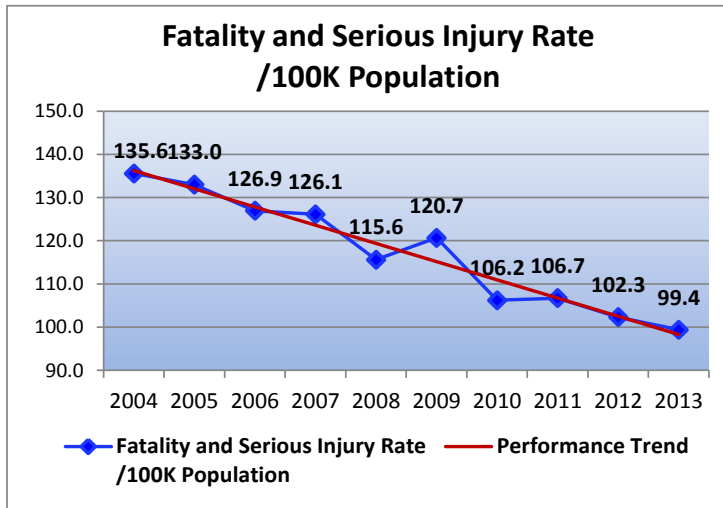
**Goal: Fatality Rate/100K Population**

To decrease the Fatality Rate/100K Population by 15% from the 2009-2011 calendar base year average of 10.9 to 8.8 in CY2013.



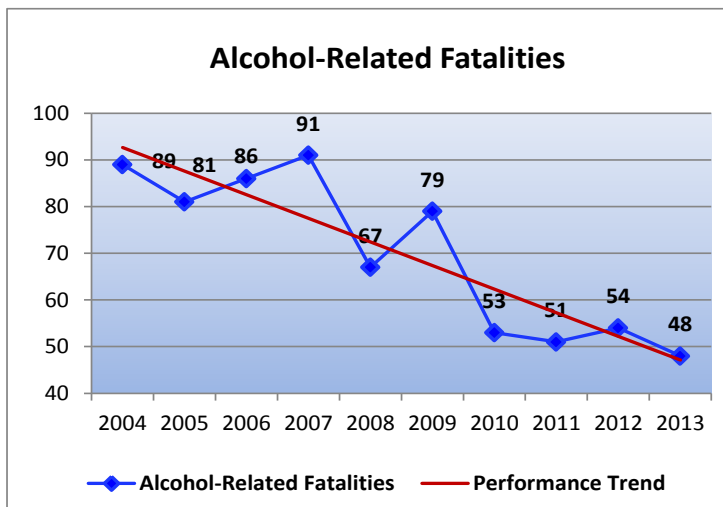
**Goal: Fatality and Serious Injury Rate/100K Population**

To decrease the Fatality and Serious Injury Rate/100K Population by 8% from the 2009-2011 calendar base year average of 111.2 to 99.4 in CY2013.



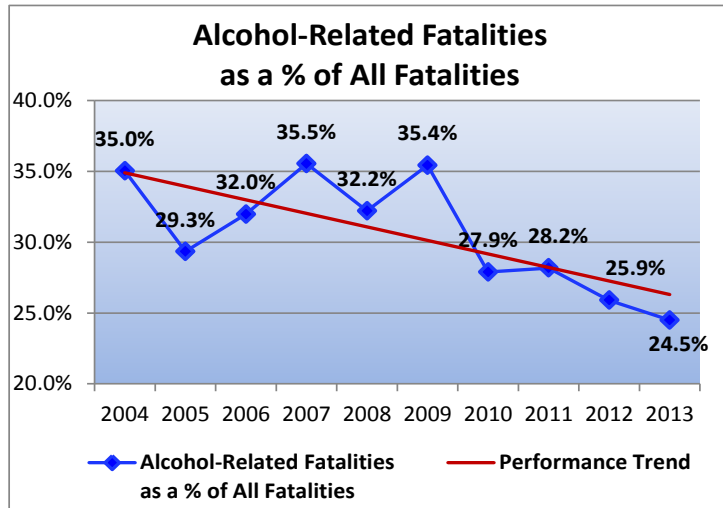
**Goal: Alcohol-Related Fatalities**

To decrease Alcohol-Related Fatalities by 12% from the 2009-2011 calendar base year average of 61 to 48 in CY2013.



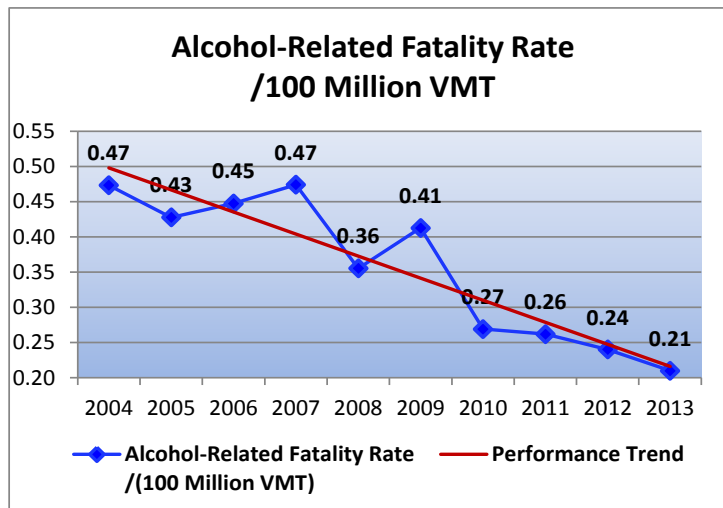
### Goal: Alcohol-Related Fatality Proportion

To decrease Alcohol-Related Fatalities Proportion of All Fatalities by 15% from the 2009-2011 calendar base year average of 30.5% to 24.5% in CY2013.



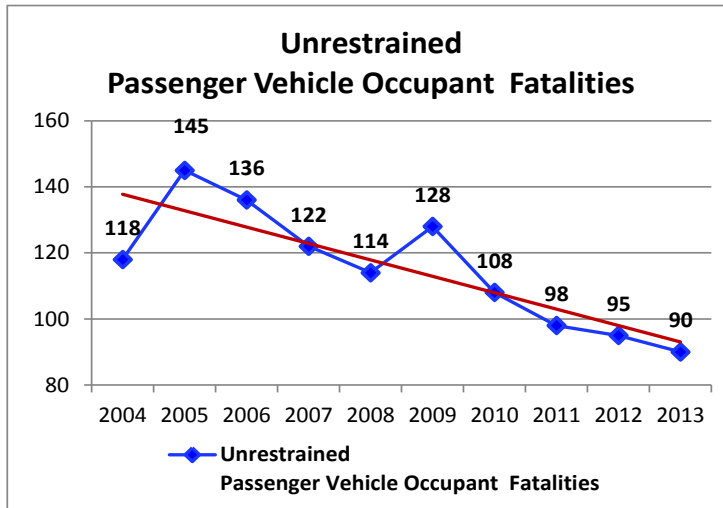
### Goal: Alcohol Fatality Rate/100 Million VMT

To decrease Alcohol-Related Fatality Rate/100 Million VMT by 25% from the 2009-2011 calendar base year average of 0.31 to 0.21 in CY2013.



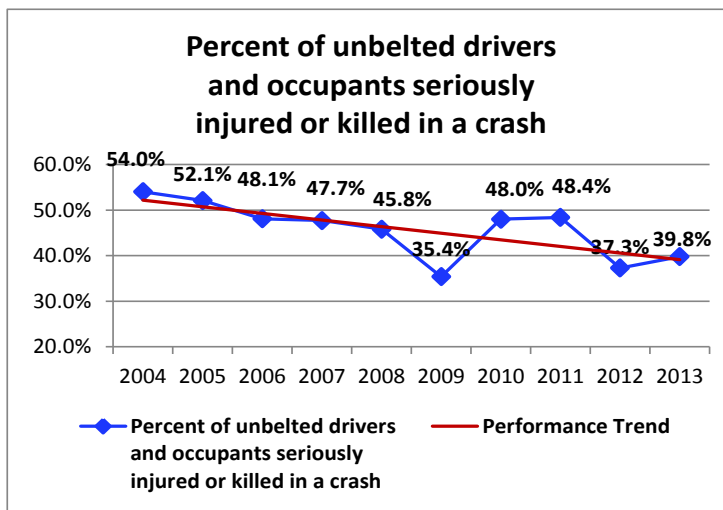
**Goal: Unrestrained Passenger Vehicle Occupant Fatalities**

To decrease Unrestrained Passenger Vehicle Occupant Fatalities in all seating positions by 15% from the 2009-2011 calendar base year average of 111 to 90 in CY2013.



**Goal: Percent of Unbelted Drivers and Occupants Seriously Injured or Killed in a Crash**

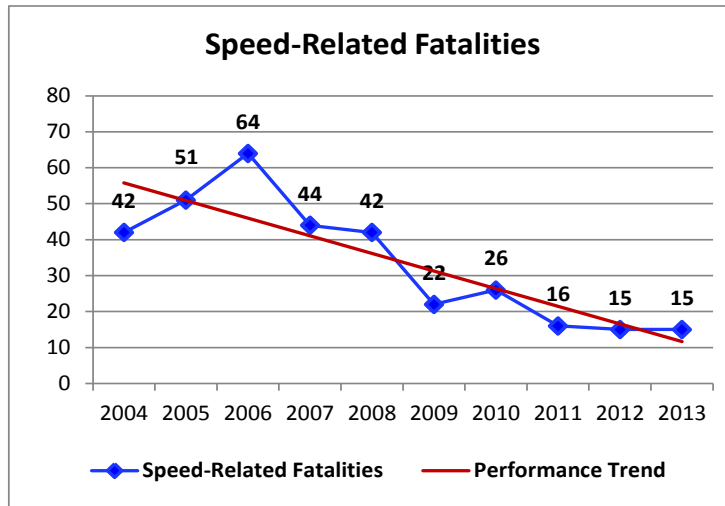
To decrease the percent of unbelted drivers and occupants seriously injured or killed in a crash by 15% from the 2009-2011 calendar base year average of 43.9% to 39.8% in CY2013.





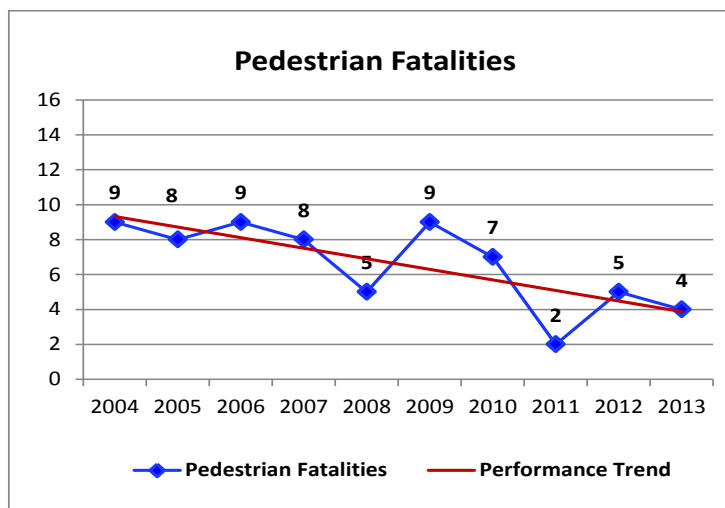
**Goal: Speed-Related Fatalities**

To decrease Speed-Related Fatalities by 30% from the 2009-2011 calendar base year average of 21 to 15 in CY2013.



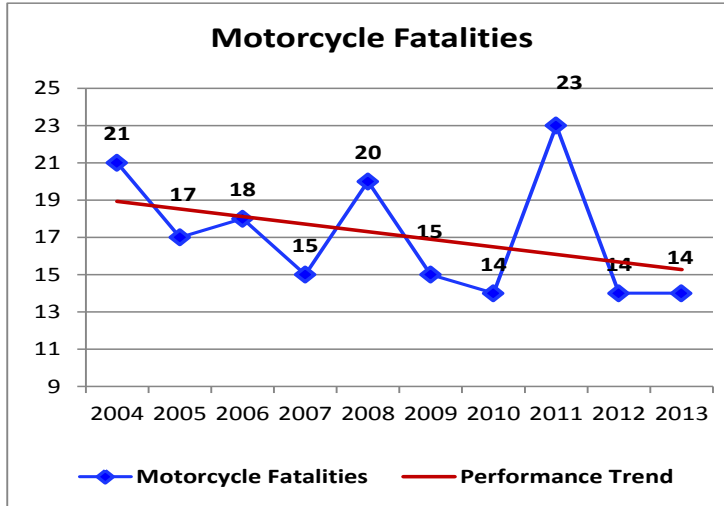
**Goal: Pedestrian Fatalities**

To reduce Pedestrian Fatalities by 40% from the 2009-2011 calendar base year average of 6 to 4 in CY2013.



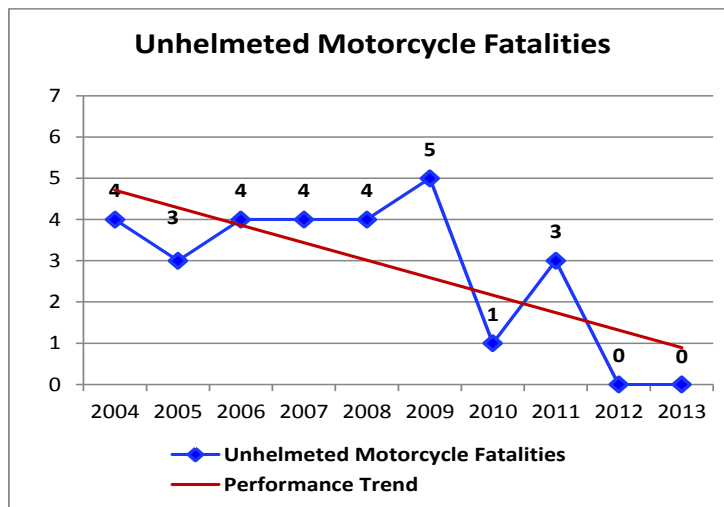
### Goal: Motorcycle Fatalities

To decrease Motorcycle Fatalities by 20% from the 2009-2011 calendar base year average of 17 to 14 in CY2013.



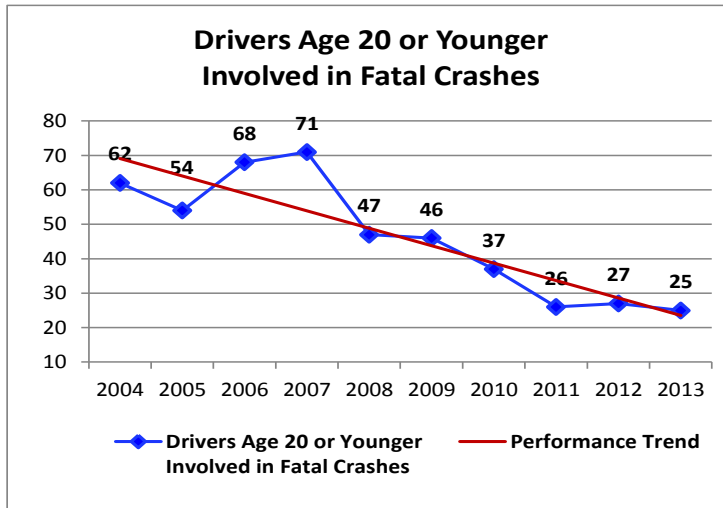
### Goal: Unhelmeted Motorcycle Fatalities

To decrease Unhelmeted Motorcycle Fatalities by 100% from the 2009-2011 calendar base year average of 3 to 0 in CY2013.



**Goal: Drivers Age 20 or Younger Involved in Fatal Crashes**

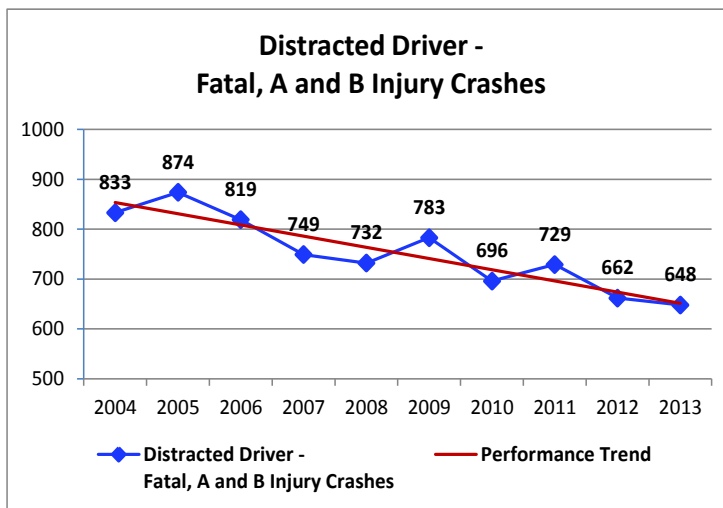
To decrease Drivers Age 20 or Younger Involved in Fatal Crashes by 25% from the 2009-2011 calendar base year average of 36 to 25 in CY2013.



**Goal: Distracted Driver – Fatal, A and B Injury Crashes\***

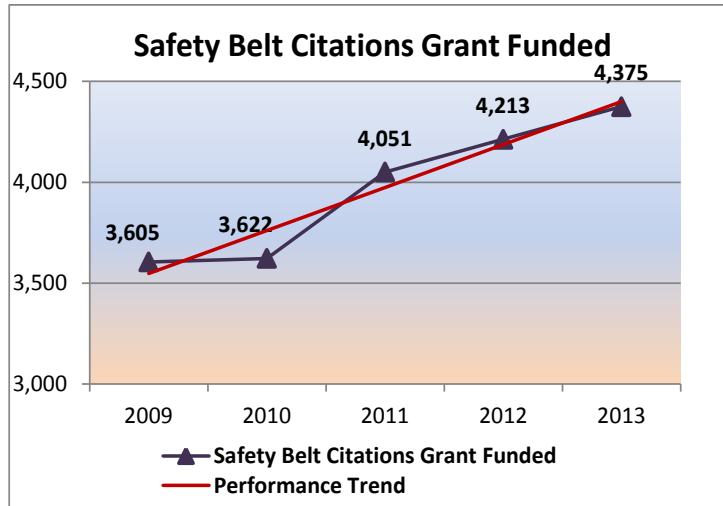
\*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Follow Too Closely

To reduce Distracted Driver – Fatal, A and B Injury Crashes by 10% from the 2009-2011 calendar base year average of 736 to 648 in CY2013.



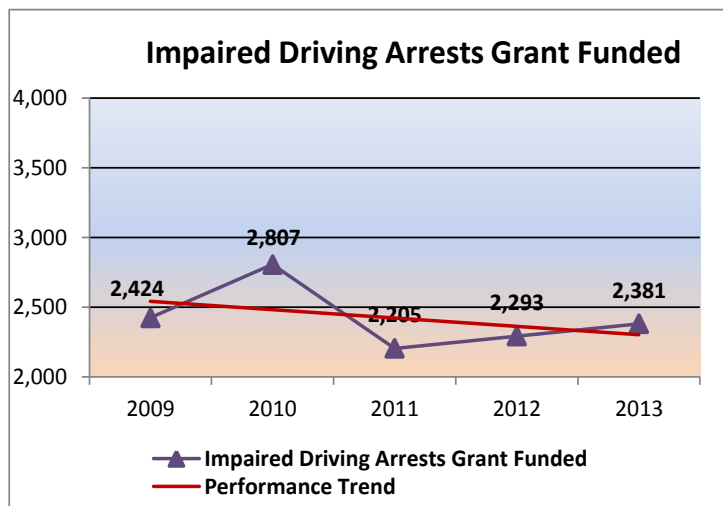
**Goal: Safety Belt Citations Grant Funded**

To increase Safety Belt Citations Grant Funded by 4% from the 2011 calendar base year of 4,051 to 4,375 in CY2013.



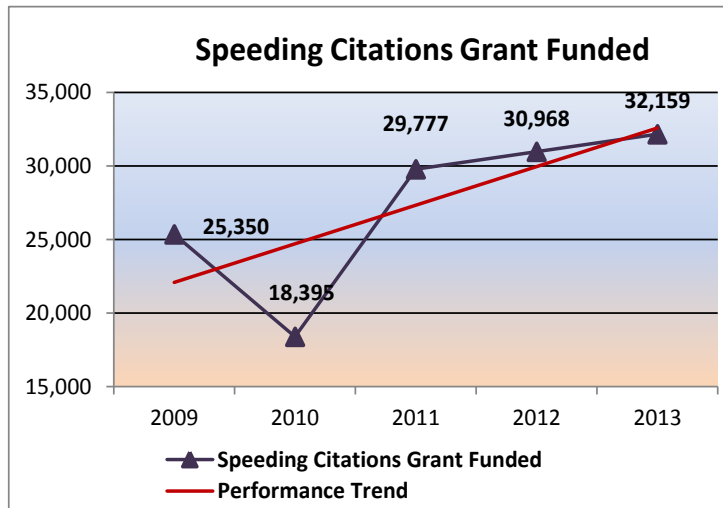
**Goal: Impaired Driving Arrests Grant Funded**

To increase Impaired Driving Arrests Grant Funded by 4% from the 2011 calendar base year of 2,205 to 2,381 in CY2013.



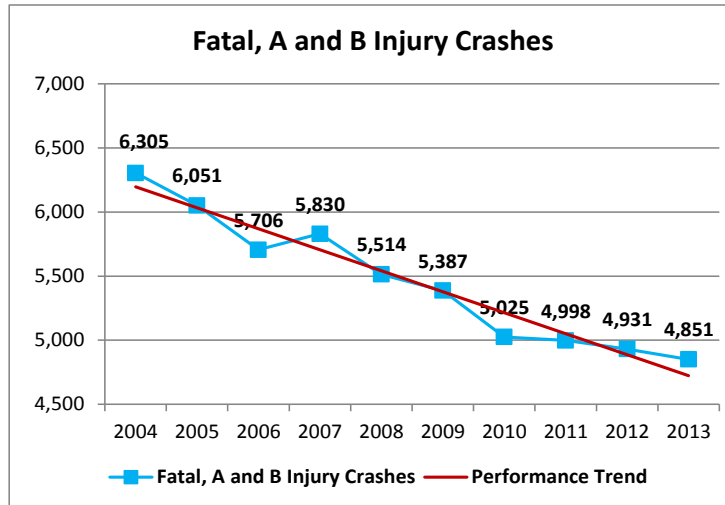
**Goal: Speeding Citations Grant Funded**

To increase Speeding Citation Grant Funded by 4% from the 2011 calendar base year 29,777 to 32,159 in CY2013.



## Overall Goal: Fatal, A and B Injury Crashes

To decrease Fatal, A and B Injury Crashes by 4% from the 2009-2011 calendar base year average of 5,137 to 4,851 in CY2013.

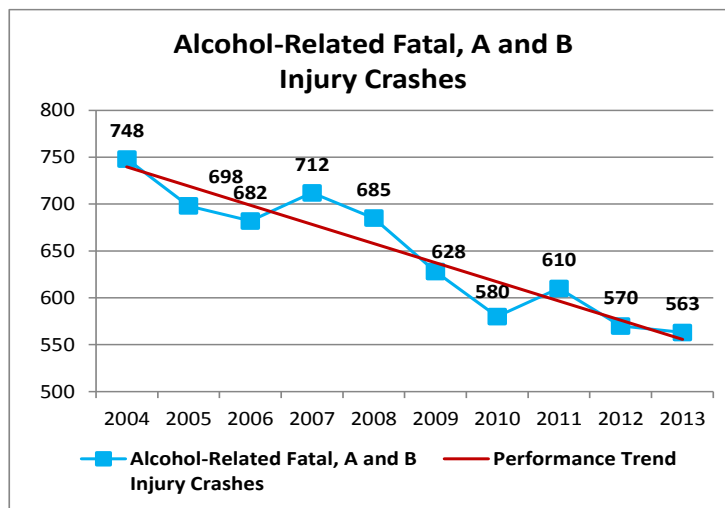


## Performance Measures

The FY2013 selected emphasis areas are as follows:

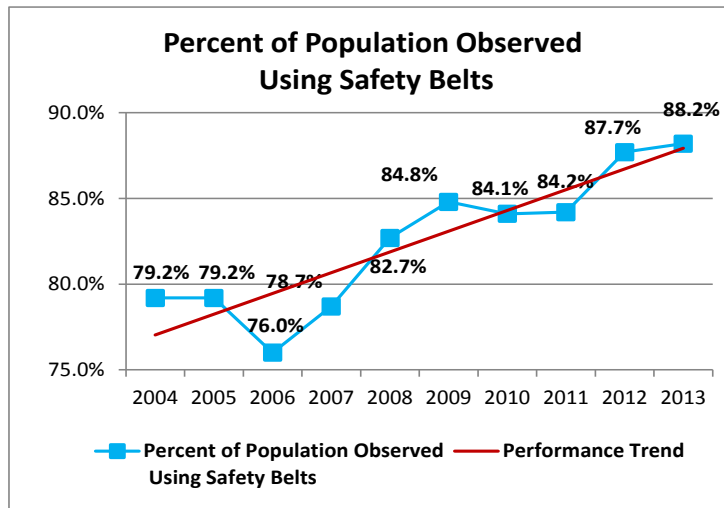
### Alcohol-Related Fatal, A and B Injury Crashes

To decrease Alcohol-Related Fatal, A and B Injury Crashes by 6% from the 2009-2011 calendar base year average of 606 to 563 in CY2013.



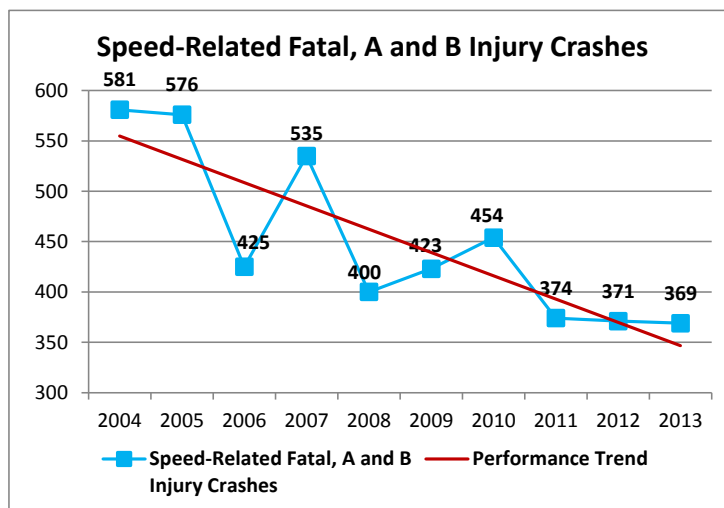
## Occupant Restraint Use

To increase Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles by 4% from the 2011 calendar year usage rate of 84.2% to 88.2% in CY2013.



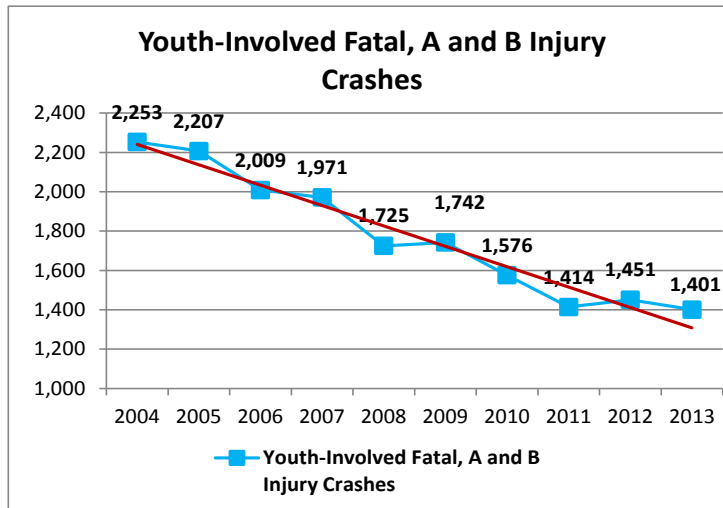
## Speed-Related Fatal, A and B Injury Crashes

To decrease Speed-Related Fatal, A and B Injury Crashes by 11% from the 2009-2011 calendar base year average of 417 to 369 in CY2013.



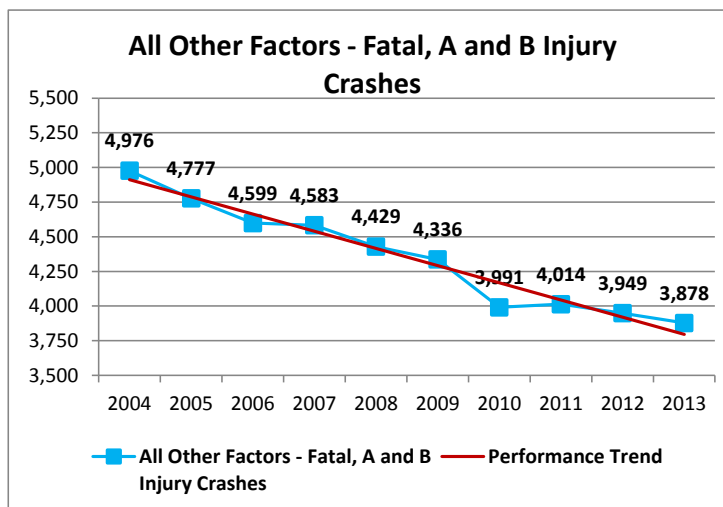
## Youth-Involved Fatal, A and B Injury Crashes

To decrease Youth-Involved Fatal, A and B Injury Crashes by 8% from the 2009-2011 calendar base year average of 1,577 to 1,401 in CY2013.



## All Other Factors - Fatal, A and B Injury Crashes

To decrease All Other Factors - Fatal, A and B Injury Crashes by 4% from the 2009-2011 calendar base year average of 4,114 to 3,878 in CY2013.





### Traffic Safety Performance (Core Outcome) Measures\* For Nebraska (FARS)\*\*\*

Core Outcome Measures		2006	2007	2008	2009	2010	2011	2012	2013
<b>Traffic Fatalities</b>	Total	269	256	208	223	190	207	207	201
	Rural	209	205	182	185	159	175	173	169
	Urban	60	51	26	38	31	32	34	32
	Unknown	0	0	0	0	0	0	0	0
<b>Fatalities Per 100 Million VMT</b>	Total	1.39	1.32	1.09	1.15	0.98	0.95	0.95	0.95
	Rural	1.87	1.82	1.67	1.68	1.43	1.59	1.57	1.53
	Urban	0.73	0.62	0.31	0.45	0.37	0.38	0.40	0.38
<b>Passenger Vehicle Occupant Fatalities (All Seat Postions)</b>	Total	230	219	175	187	148	170	168	162
	Restrained	77	67	69	59	46	58	54	53
	Unrestrained	136	122	91	108	79	93	93	88
	Unknown	17	30	15	20	23	19	21	21
<b>Alcohol-Impaired Driving Fatalities (BAC+.08+)**</b>		71	77	53	68	51	57	59	56
<b>Speed-Related Fatalities</b>		64	44	32	30	36	33	33	34
<b>Motorcycle Fatalities</b>	Total	18	15	19	15	14	16	15	15
	Helmeted	13	11	16	9	13	13	12	13
	Unhelmeted	4	4	3	5	0	3	3	2
	Unknown	1	0	0	1	1	1	1	1
<b>Drivers Involved in Fatal Crashes</b>	Total	330	356	282	327	249	286	287	274
	Aged Under 15	1	0	0	4	3	2	3	3
	Aged 15-20	67	71	47	51	33	44	43	40
	Aged Under 21	68	71	47	55	36	46	46	44
	Aged 21 and Over	262	284	234	269	213	239	240	231
	Unknown Age	0	1	1	3	0	1	1	1
<b>Pedestrian Fatalities</b>		9	8	5	9	8	7	8	8
<b>Safety Belt Citations Grant Funded</b>					3,605	3,622	4,051	4,213	4,375
<b>Impaired Driving Arrests Grant Funded</b>					2,424	2,807	2,205	2,293	2,381
<b>Speeding Citations Grant Funded</b>					25,350	18,395	29,777	30,968	32,159
<p>* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)</p> <p>**Based on the BAC of All Involved Drivers and Motorcycle Riders Only</p> <p>***Fatality Analysis Reporting System (FARS) - Based on 5 year moving average on 2006-2010</p>									

## **Program, Project and Activity Selection Process**

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the FY2013 funding period:

- Problem identification for specific geographical and demographic priority areas (April/May);
- Prioritizing or ranking of the emphasis areas (April/May);
- Goals are established (April/May);
- Proposals solicited and/or reviewed (May/June);
- Funding resources assessed and recommendations developed (May/June);
- Preliminary program, project, or activity selection based upon need, performance, and outcome expectations (June/July);
- Final contracts negotiation and approval (August/September).

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

## Supplemental Problem Identification Data

### Nebraska Annual "Years of Life Lost"\* Due to Traffic Deaths


<b>(Based on Calendar Year Fatality Data)</b>			
<b>Age Group</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
0 thru 5	154	150	221
6 thru 10	137	268	0
11 thru 15	480	435	58
16 thru 20	1,761	1,156	1,536
21 thru 25	1,346	1,294	930
26 thru 30	1,141	719	691
31 thru 35	533	665	437
36 thru 40	670	45	444
41 thru 45	491	379	267
46 thru 50	503	421	217
51 thru 55	309	179	378
56 thru 60	157	142	147
61 thru 65	119	143	159
66 thru 70	48	61	76
71 thru 75	26	30	19
76 thru 80	10	10	10
<b>Total</b>	<b>7,885</b>	<b>6,097</b>	<b>5,590</b>

Based on Nebraska Life Expectancy Estimate of 80 Years for Females and 73 Years for Males

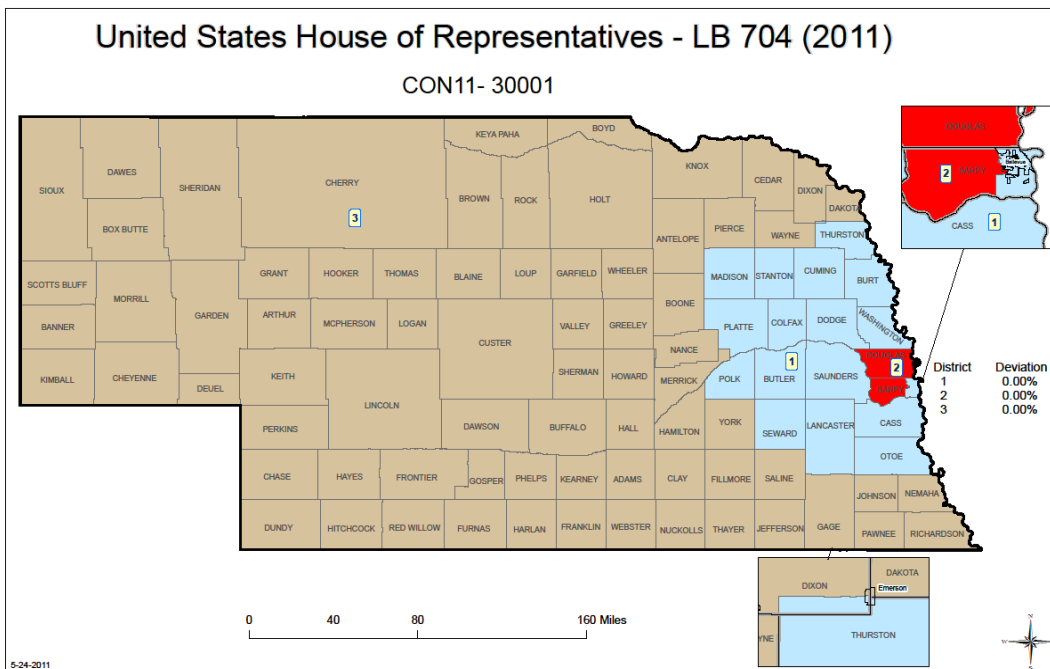
\*Based on Calendar Year Fatality Data.

Source: Nebraska Department of Roads, Standard Summaries of Nebraska Motor Vehicle Traffic Accidents

# Nebraska Priority Counties

		<b>NEBRASKA PRIORITY COUNTIES FOR FY2013</b> COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES							
Congressional District	County	FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2010 Population*
Three	Adams	84	35.9	4.7	1.7	10.7	29.5	74.9%	31,364
Three	Buffalo	124	20.9	2.0	0.8	4.9	16.0	74.1%	46,102
One	Cass	67	16.7	3.0	2.2	2.5	18.0	74.4%	25,241
Three	Custer	41	25.0	3.7	4.3	5.5	11.4	50.0%	10,939
One	Dakota	47	24.5	3.6	1.6	4.2	17.1	75.2%	21,006
Three	Dawson	69	16.4	2.9	2.6	3.8	10.9	58.1%	24,326
One	Dodge	115	33.3	3.2	1.7	7.5	28.3	77.1%	36,691
One	Douglas	1,201	27.1	3.0	1.0	7.1	23.1	74.2%	517,110
One	Gage	69	29.1	5.5	2.5	8.4	21.1	69.1%	22,311
Three	Hall	201	32.3	4.3	3.1	10.4	24.9	71.2%	58,607
Three	Hamilton	40	13.7	1.0	1.4	2.7	11.3	51.3%	9,124
One	Lancaster	939	39.8	3.9	1.8	12.8	34.1	86.5%	285,407
Three	Lincoln	128	21.8	3.1	3.6	8.0	15.2	66.8%	36,288
One	Madison	89	30.4	3.1	2.4	9.9	24.9	69.9%	34,876
One	Otoe	47	19.1	2.8	2.0	5.3	14.2	57.8%	15,740
Three	Platte	120	40.1	2.7	2.0	13.0	35.4	68.8%	32,237
Three	Saline	47	39.1	11.6	3.3	11.6	24.1	54.4%	14,200
One/Two	Sarpy	303	24.7	1.6	1.8	9.9	21.2	84.4%	158,840
One	Saunders	56	26.3	2.3	3.3	5.6	20.7	71.4%	20,780
Three	Scotts Bluff	109	35.3	5.5	3.6	11.3	26.2	69.6%	36,970
One	Seward	55	14.6	0.8	1.3	5.3	12.5	70.0%	16,750
One	Washington	53	27.5	3.6	1.6	10.9	22.3	83.0%	20,234
Three	York	57	16.2	3.1	1.7	3.4	11.4	72.3%	13,665
<b>23 County Population</b>		<b>1,488,808</b>							
<b>Statewide</b>		<b>4,998</b>	<b>25.7</b>	<b>3.1</b>	<b>1.9</b>	<b>7.3</b>	<b>20.6</b>	<b>73.9%</b>	<b>1,826,341</b>
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									81.5%
Data taken off 2011 Standard Summaries, Fatal, A / B Injuries, Statewide and County									of Population
*U.S. Census Bureau									Revised 4/25/2012

# Congressional Districts of Nebraska



## Nebraska State Traffic Records Data

	2009	2010	2011
<b>POPULATION<sup>^</sup></b>	1,796,619	1,826,341	1,826,341
<b>LICENSED DRIVERS</b>	1,380,859	1,383,840	1,388,987
<b>REGISTERED VEHICLES</b>	2,204,967	2,224,101	2,261,678
<b>VEHICLE MILES (MILLIONS)</b>	19,147	19,698	19,478
<b>FATALITY RATE (MILLIONS)</b>	1.16	0.97	0.93
<b>FATAL CRASHES</b>	205	166	164
<b>FATALITIES</b>	223	190	181
<b>A* INJURY CRASHES</b>	1,517	1,403	1,447
<b>B* INJURY CRASHES</b>	3,665	3,456	3,387
<b>C* INJURY CRASHES</b>	7,030	6,703	6,351
<b>A* INJURIES</b>	1,945	1,750	1,768
<b>B* INJURIES</b>	4,887	4,618	4,481
<b>C* INJURIES</b>	10,943	10,344	9,859
<b>ALCOHOL RELATED FATAL CRASHES</b>	73	46	49
<b>ALCOHOL RELATED FATALITIES</b>	79	53	51
<b>ALCOHOL RELATED A &amp; B** INJURY CRASHES</b>	555	534	561
<b>ALCOHOL RELATED C** INJURY CRASHES</b>	269	256	276
<b>ALCOHOL RELATED A &amp; B** INJURIES</b>	877	855	856
<b>ALCOHOL RELATED C** INJURIES</b>	361	324	329
<b>DRIVING UNDER INFLUENCE (DUI) ARRESTS#</b>	13,399	12,399	12,034
<b>DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##</b>	11,520	10,646	10,527
<b>SAFETY BELT CONVICTIONS##</b>	10,118	9,869	9,813
<b>CHILD RESTRAINT CONVICTIONS##</b>	1,628	1,530	1,444
<b>OBSERVED CHILD RESTRAINT USE</b>	95.4%	91.5%	95.1%
<b>REPORTED RESTRAINT USE### (FATAL, A* &amp; B*)</b>	70.2%	72.9%	73.6%
<b>OBSERVED RESTRAINT USE</b>	84.8%	84.1%	84.2%
<b>SPEEDING CONVICTIONS##</b>			
COUNTY/STATE	39,110	36,913	36,720
MUNICIPAL	31,839	29,789	31,347
INTERSTATE	11,531	8,839	8,025
SPEEDING	1,315	1,298	1,098
SPEED TOO FAST FOR CONDITIONS	548	699	700
<b>TOTAL SPEED CONVICTIONS</b>	84,343	77,538	77,890
* A - Disabling Injuries    B - Visible, but not Disabling Injury    C - Possible Injury ^ U.S. Census Bureau, Population Estimates Program License Drivers include all Permits (LPE, LPD, SCH, POP)    Registered Vehicles includes Nebraska Based Commercial Vehicles # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/27/10, 4/25/2011, 4/17/12			

## Nebraska – Drivers (Age 16 thru 20) Traffic Records Crash Data

	2009	2010	2011
LICENSED DRIVERS (Age 16 - 20)	114,515	112,436	110,360
FATAL CRASHES	46	31	24
FATALITIES	54	33	29
A* & B* INJURY CRASHES	1,662	1,508	1,282
C* INJURY CRASHES	2,255	2,159	1,793
A* & B* INJURIES	2,940	2,577	2,162
C* INJURIES	3,063	2,976	2,439
ALCOHOL-RELATED FATAL CRASHES	16	12	5
ALCOHOL-RELATED FATALITIES	18	14	7
ALCOHOL-RELATED A* & B* INJURY CRASHES	111	137	97
ALCOHOL-RELATED C* INJURY CRASHES	48	59	40
ALCOHOL-RELATED A* & B* INJURIES	180	261	153
ALCOHOL-RELATED C* INJURIES	72	86	52
TOTAL ARRESTS UNDER AGE 18: #			
DRIVING UNDER INFLUENCE (DUI)	230	205	163
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,019	1,739	1,767
DUI CONVICTIONS ##	966	902	900
.02 CONVICTIONS ##	50	38	34
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	717	616	632
SAFETY BELT CONVICTIONS ##	2,201	1,933	1,902
CHILD RESTRAINT CONVICTIONS ##	150	144	130
REPORTED RESTRAINT USE ###	57.8%	60.2%	62.8%
SPEEDING CONVICTIONS ##			
COUNTY/STATE	6,463	5,691	5,330
MUNICIPAL	5,260	4,368	4,396
INTERSTATE	1,801	1,406	1,244
SPEED TOO FAST FOR CONDITIONS	131	159	177
<b>TOTAL SPEED CONVICTIONS</b>	<b>13,655</b>	<b>11,624</b>	<b>11,147</b>
* A - Disabling Injuries    * B - Visible, but not Disabling Injury    * C - Possible Injury Licensed Drivers Includes all Permits (Learner's Permit-LPE & LPD), (School Permit-SCH), (Provisional Operator's Permit-POP) # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/27/10, 4/25/11, 4/17/12			

# Nebraska Fatal, A and B Injury Crash Data by County and Calendar Year

Source: Nebraska Department of Roads, Standard Summaries of Nebraska Motor Vehicle Traffic Accidents

<b>NEBRASKA FATAL, A &amp; B INJURY CRASHES (CY 2011)</b>											
<b>(COUNTIES BY CRASH TOTAL)</b>											
<b>DIST.</b>	<b>COUNTY</b>	<b>FATAL</b>	<b>A *</b>	<b>B *</b>	<b>TOTAL</b>	<b>DIST.</b>	<b>COUNTY</b>	<b>FATAL</b>	<b>A *</b>	<b>B *</b>	<b>TOTAL</b>
2	<b>DOUGLAS</b>	21	340	840	1,201	3	<b>RED WILLOW</b>	3	13	21	37
1	<b>LANCASTER</b>	18	215	706	939	3	<b>KEITH</b>	3	11	18	32
1 - 2	<b>SARPY</b>	6	76	221	303	3	<b>CHEYENNE</b>	0	13	18	31
3	<b>HALL</b>	8	51	142	201	3	<b>MERRICK</b>	1	14	16	31
3	<b>LINCOLN</b>	6	31	91	128	3	<b>HOLT</b>	0	11	19	30
3	<b>BUFFALO</b>	8	30	86	124	3	<b>WAYNE</b>	0	7	21	28
1	<b>PLATTE</b>	6	37	77	120	1	<b>BUTLER</b>	2	9	16	27
1	<b>DODGE</b>	2	44	69	115	3	<b>CEDAR</b>	1	4	19	24
3	<b>SCOTTS BLUFF</b>	4	34	71	109	1	<b>CUMING</b>	1	8	17	26
1	<b>MADISON</b>	5	25	59	89	3	<b>PIERCE</b>	1	8	15	24
3	<b>ADAMS</b>	4	22	58	84	3	<b>BOX BUTTE</b>	0	5	18	23
3	<b>DAWSON</b>	6	19	44	69	1	<b>COLFAX</b>	1	10	14	25
3	<b>GAGE</b>	4	25	40	69	3	<b>SHERIDAN</b>	1	10	12	23
1	<b>CASS</b>	6	14	47	67	3	<b>HOWARD</b>	1	9	12	22
3	<b>YORK</b>	4	18	35	57	3	<b>KIMBALL</b>	1	10	11	22
1	<b>SAUNDERS</b>	4	18	34	56	3	<b>PHELPS</b>	1	8	13	22
1	<b>SEWARD</b>	0	16	39	55	1	<b>THURSTON</b>	0	14	10	24
1	<b>WASHINGTON</b>	0	21	32	53	3	<b>CHERRY</b>	4	4	13	21
3	<b>DAKOTA</b>	1	13	33	47	3	<b>DAWES</b>	1	9	11	21
3	<b>SALINE</b>	1	17	29	47	3	<b>JEFFERSON</b>	0	3	16	19
1	<b>OTOE</b>	1	12	34	47	3	<b>KEARNEY</b>	2	6	10	18
3	<b>CUSTER</b>	1	21	19	41	3	<b>BOONE</b>	1	3	13	17
3	<b>HAMILTON</b>	1	18	21	40	3	<b>FILLMORE</b>	2	7	8	17
	<b>TOTAL</b>	<b>117</b>	<b>1,117</b>	<b>2,827</b>	<b>4,061</b>	3	<b>RICHARDSON</b>	3	2	12	17
						3	<b>MORRILL</b>	2	1	13	16
						1	<b>BURT</b>	0	6	11	17
						3	<b>JOHNSON</b>	1	4	10	15
						3	<b>KNOX</b>	3	5	7	15
						3	<b>SHERMAN</b>	1	6	8	15
						3	<b>VALLEY</b>	0	7	8	15
						3	<b>FURNAS</b>	0	7	7	14
						3	<b>NEMAHA</b>	0	8	6	14
						3	<b>THAYER</b>	0	7	7	14
						3	<b>DIXON</b>	2	5	6	13
						3	<b>NANCE</b>	0	6	7	13
						3	<b>DEUEL</b>	0	6	6	12
						1	<b>POLK</b>	0	7	7	14
						1	<b>STANTON</b>	0	4	10	14
						3	<b>HITCHCOCK</b>	0	3	8	11
						3	<b>WEBSTER</b>	0	2	9	11
						3	<b>HARLAN</b>	0	2	8	10
						3	<b>ANTELOPE</b>	0	3	6	9
						3	<b>BROWN</b>	1	1	7	9
						3	<b>FRANKLIN</b>	0	5	3	8
						3	<b>GREELEY</b>	1	5	2	8
						3	<b>DUNDY</b>	0	4	3	7
						3	<b>GOSPER</b>	1	2	4	7
						3	<b>PERKINS</b>	0	3	4	7
						3	<b>SIOUX</b>	1	3	3	7
						3	<b>BANNER</b>	0	2	4	6
						3	<b>GARDEN</b>	1	2	3	6
						3	<b>NUCKOLLS</b>	0	3	3	6
						3	<b>PAWNEE</b>	1	3	2	6
						3	<b>THOMAS</b>	1	2	3	6
						3	<b>CLAY</b>	0	1	4	5
						3	<b>FRONTIER</b>	1	1	2	4
						3	<b>MCPHERSON</b>	0	1	3	4
						3	<b>BOYD</b>	0	1	2	3
						3	<b>CHASE</b>	0	0	3	3
						3	<b>GARFIELD</b>	0	1	2	3
						3	<b>HOOKER</b>	0	1	1	2
						3	<b>LOGAN</b>	0	1	1	2
						3	<b>ROCK</b>	0	1	1	2
						3	<b>HAYES</b>	0	0	1	1
						3	<b>KEYA PAHA</b>	0	0	1	1
						3	<b>WHEELER</b>	0	0	1	1
						3	<b>ARTHUR</b>	0	0	0	0
						3	<b>BLAINE</b>	0	0	0	0
						3	<b>GRANT</b>	0	0	0	0
						3	<b>LOUP</b>	0	0	0	0
	<b>TOTAL</b>	<b>47</b>	<b>330</b>	<b>560</b>	<b>937</b>						

CY - Calendar Year

\* INJURY SEVERITY CODES

A = Disabling Injury

B = Visible, but not disabling injury

## NEBRASKA FATAL, A & B INJURY CRASHES (CY 2010)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	26	315	900	1,241	3	KEITH	1	14	18	33
1	LANCASTER	10	215	687	912	3	WAYNE	1	12	19	32
1 - 2	SARPY	8	86	216	310	3	PIERCE	1	8	23	32
3	HALL	1	54	148	203	1	CUMING	1	14	15	30
3	BUFFALO	2	42	99	143	3	HAMILTON	2	10	18	30
1	DODGE	3	38	93	134	3	SALINE	1	10	19	30
3	LINCOLN	6	41	85	132	3	MERRICK	1	7	21	29
3	SCOTTS BLUFF	4	28	76	108	3	BOX BUTTE	2	6	20	28
1	PLATTE	3	27	60	90	3	RED WILLOW	2	9	15	26
1	MADISON	4	12	73	89	1	COLFAX	2	9	14	25
1	SEWARD	7	29	44	80	3	DAWES	0	10	15	25
1	CASS	3	14	62	79	3	KEARNEY	4	9	12	25
3	ADAMS	2	11	64	77	3	KNOX	2	13	10	25
3	GAGE	7	17	47	71	3	CUSTER	1	9	14	24
3	DAWSON	4	15	43	62	3	JEFFERSON	1	8	14	23
1	SAUNDERS	5	19	37	61	1	THURSTON	0	11	11	22
3	YORK	4	20	33	57	3	CHEYENNE	1	4	17	22
1	WASHINGTON	6	10	36	52	3	CEDAR	2	5	14	21
3	DAKOTA	2	11	26	39	3	CHERRY	2	6	13	21
3	HOLT	3	9	24	36	3	CLAY	1	10	10	21
1	OTOE	2	16	17	35	3	NEMAHA	0	4	16	20
	<b>TOTAL</b>	<b>112</b>	<b>1,029</b>	<b>2,870</b>	<b>4,011</b>	3	SHERIDAN	0	10	10	20
						1	BURT	0	6	13	19
						3	HITCHCOCK	1	5	13	19
						3	KIMBALL	2	8	9	19
						1	BUTLER	2	7	9	18
						3	ANTELOPE	0	7	11	18
						1	STANTON	0	9	8	17
						1	POLK	1	4	12	17
						3	HOWARD	1	11	5	17
						3	RICHARDSON	0	6	10	16
						3	BOONE	1	3	11	15
						3	FILLMORE	0	6	9	15
						3	PHELPS	0	3	12	15
						3	DEUEL	1	7	6	14
						3	DIXON	1	4	7	12
						3	WEBSTER	2	5	5	12
						3	FURNAS	3	1	7	11
						3	GREELEY	0	7	4	11
						3	MORRILL	1	2	8	11
						3	THAYER	1	5	5	11
						3	CHASE	1	5	4	10
						3	FRONTIER	0	4	6	10
						3	NANCE	0	5	5	10
						3	PAWNEE	1	6	2	9
						3	BROWN	1	2	6	9
						3	PERKINS	0	3	6	9
						3	FRANKLIN	0	6	2	8
						3	HARLAN	0	2	6	8
						3	SHERMAN	2	3	3	8
						3	SIOUX	0	1	7	8
						3	VALLEY	1	2	5	8
						3	GOSPER	1	4	2	7
						3	GARDEN	0	4	2	6
						3	HOOVER	0	1	4	5
						3	NUCKOLLS	0	1	4	5
						3	ROCK	0	2	3	5
						3	JOHNSON	0	3	1	4
						3	BANNER	1	1	2	4
						3	GARFIELD	0	2	2	4
						3	HAYES	0	1	3	4
						3	THOMAS	1	2	1	4
						3	BOYD	0	1	2	3
						3	DUNDY	0	2	1	3
						3	MCPHERSON	0	1	2	3
						3	ARTHUR	0	1	1	2
						3	GRANT	0	2	0	2
						3	LOGAN	0	0	2	2
						3	KEYA PAHA	0	1	0	1
						3	LOUP	0	1	0	1
						3	WHEELER	0	1	0	1
						3	BLAINE	0	0	0	0
							<b>TOTAL</b>	<b>54</b>	<b>374</b>	<b>586</b>	<b>1,014</b>

**STATE TOTAL**      **166**    **1,403**    **3,456**    **5,025**

CY - Calendar Year

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



## NEBRASKA FATAL, A & B INJURY CRASHES (CY 2009)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	26	370	1,007	1,403	1	DAWES	3	8	23	34
1	LANCASTER	10	214	718	942	1	HAMILTON	1	17	16	34
1 - 2	SARPY	4	98	206	308	1	DAKOTA	0	11	22	33
3	HALL	7	68	133	208	1	RED WILLOW	0	10	23	33
3	LINCOLN	5	52	98	155	1	CUMING	1	10	21	32
3	SCOTTS BLUFF	4	31	96	131	1	KEITH	4	12	16	32
3	BUFFALO	9	36	84	129	1	ANTELOPE	1	10	18	29
3	PLATTE	7	25	85	117	1	MERRICK	2	5	21	28
1	DODGE	4	31	81	116	1	CEDAR	2	8	17	27
1	MADISON	3	38	68	109	1	COLFAX	2	10	15	27
3	ADAMS	4	14	78	96	1	WAYNE	0	9	18	27
1	GAGE	3	37	49	89	1 - 3	CHEYENNE	2	7	18	27
3	DAWSON	5	23	50	78	1	HOLT	2	10	15	27
1	CASS	7	13	44	64	1	PHELPS	4	5	18	27
1	WASHINGTON	2	14	47	63	3	KNOX	2	11	13	26
1	SAUNDERS	3	11	44	58	3	SHERIDAN	3	6	16	25
1	SEWARD	4	13	40	57	3	JOHNSON	0	15	6	21
1	OTOE	4	16	33	53	3	CLAY	8	4	9	21
3	YORK	6	13	31	50	3	PIERCE	1	5	14	20
3	BOX BUTTE	4	14	25	43	3	BUTLER	0	11	8	19
3	CUSTER	6	15	22	43	3	JEFFERSON	0	9	10	19
3	SALINE	0	17	24	41	3	KEARNEY	0	7	12	19
	<b>TOTAL</b>	<b>127</b>	<b>1,163</b>	<b>3,063</b>	<b>4,353</b>	3	MORRILL	1	9	9	19
						3	POLK	1	8	10	19
						3	FILLMORE	1	4	13	18
						3	RICHARDSON	1	4	12	17
						3	THURSTON	3	3	11	17
						3	BOONE	1	6	9	16
						3	CHERRY	5	7	4	16
						3	THAYER	1	5	10	16
						3	VALLEY	2	6	8	16
						3	DIXON	2	6	7	15
						3	KIMBALL	0	8	7	15
						3	NEMAHA	1	6	7	14
						3	DEUEL	3	3	8	14
						3	BURT	0	3	10	13
						3	CHASE	3	6	4	13
						3	FURNAS	2	2	9	13
						3	HITCHCOCK	0	3	10	13
						3	HOWARD	1	4	8	13
						3	PERKINS	1	5	6	12
						3	WEBSTER	0	7	4	11
						3	STANTON	0	4	6	10
						3	BROWN	3	2	5	10
						3	NUCKOLLS	0	0	10	10
						3	PAWNEE	1	5	3	9
						3	BOYD	1	4	4	9
						3	FRANKLIN	0	2	7	9
						3	FRONTIER	1	3	5	9
						3	NANCE	0	4	4	8
						3	SHERMAN	1	4	3	8
						3	DUNDY	1	2	4	7
						3	HARLAN	0	1	6	7
						3	GOSPER	1	2	3	6
						3	BANNER	0	3	2	5
						3	GARDEN	0	2	3	5
						3	GARFIELD	0	2	3	5
						3	THOMAS	1	0	3	4
						3	ARTHUR	0	1	2	3
						3	GRANT	0	1	2	3
						3	GREELEY	0	3	0	3
						3	HOOVER	0	1	2	3
						3	STIOUX	0	1	2	3
						3	BLAINE	0	1	1	2
						3	HAYES	0	1	1	2
						3	KEYA PAHA	0	0	2	2
						3	LOGAN	0	0	2	2
						3	WHEELER	1	0	1	2
						3	MCPHERSON	0	0	1	1
						3	LOUP	0	0	0	0
						3	ROCK	0	0	0	0
							<b>TOTAL</b>	<b>78</b>	<b>354</b>	<b>602</b>	<b>1,034</b>

CY - Calendar Year

\* INJURY SEVERITY CODES

A = Disabling Injury

B = Visible, but not disabling injury

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

The Nebraska Office of Highway Safety (NOHS) has allocated its expected Section 402 State and Community Highway Safety funds for Federal Fiscal Year 2013 (October 1, 2012 - September 30, 2013) to 31 program tasks. This listing provides a brief description of the projects. While there are 31 program tasks, an expected total of more than 150 individual projects will result from the mini-grant contract awards. A total of \$2,244,893.00 has been estimated for Fiscal Year 2013.

### Planning and Administration

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**Project Number:** 402-13-01

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

**Description:**

Provide the staff and facility resources to deliver programs that meet the program goals and objectives to reduce crashes, injuries and deaths. Provide funding to the NOHS for basic administrative costs including office expenses, memberships, and travel expenses for an administrator, including personal services for accountant, and staff assistant. Required hard matching funds for administration come from the Department of Roads Cash funds. OJJDP administrative costs are expended from the OJJDP Enforcing Laws federal grant funding. As required, state cash funding will hard match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety and injury control programs. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, to actively participate in statewide, multidisciplinary transportation safety, public safety and injury control programs.

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

**Budget:** \$160,000.00

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**Project Number:** 402-13-02

**Project Title:** Auditing/NOHS

**Description:**

Provide funds to the NOHS for the cost of auditing all highway safety projects. This provides a means of budgeting and a method of cost effectiveness on providing funds for all audits of the activities outlined in the plan. The Auditor of Public Accounts performs the audits.

**Budget:** \$4,000.00

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### Planning and Administration: Budget Summary

Project Number	Project Title	Budget
402-13-01	Planning and Administration	\$160,000.00
402-13-02	Auditing	\$4,000.00
<b>Total 402 Funds</b>		<b>\$164,000.00</b>

## Alcohol Program Area

**Goal:** To decrease Alcohol-Related Fatal, A and B Injury Crashes by 6% from the 2009-2011 calendar base year average of 606 to 563 in CY2013.

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**Project Number:** 402-13-06

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

**Description:**

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

**Budget:** \$209,723.00

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**Project Number:** 402-13-09

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

**Description:**

Provides funds to NOHS for basic allocated staff costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit alcohol program area grants and activities.

**Budget:** \$85,000.00

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**Project Number:** 402-13-10

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

**Description:**

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

**Budget:** \$300,000.00

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**Project Number: 402-13-11**

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

**Description:**

Provide funding for the NOHS to assist local law enforcement agencies in obtaining mouthpieces, dry gas and regulators and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided to maintain the state's Breath Alcohol Testing Mobile Vehicle (BATmobile). The BATmobile vehicle is loaned to law enforcement agencies at no cost to them to assist in impaired driving enforcement and education efforts.

**Budget: \$27,000.00**

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**Project Number: 402-13-12**

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

**Description:**

Provide funding to the NOHS to award mini-grants for daytime and nighttime selective overtime alcohol enforcement (compliance checks, saturation patrols, sobriety checkpoints, shoulder taps, may include You Drink & Drive. You Lose. impaired driving crackdown) to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes.

**Budget: \$25,000.00**

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

**Project Title: MADD Court Monitoring Program Statewide Initiatives/  
Mothers Against Drunk Driving Nebraska**

**Description:**

Funding will be provided to MADD (Mothers Against Drunk Driving) Nebraska to continue to focus on all counties with specific attention to the 23 priority counties identified by NOHS. This project will implement a statewide court monitoring initiative to educate and train local volunteers to collect data, provide written documents, and observe court in priority counties. MADD will observe court and collect data from additional counties to ascertain whether or not consistent sentencing is utilized across the state. Information gathered through the court-monitoring program will be used to advocate for change and raise public awareness about impaired driving issues and cost to communities. This project will focus on four groups of community stakeholders (prosecutor, county commissioners, city council members and community coalitions) in each county to raise awareness and public trust in the justice system.

**Budget: \$51,655.00**

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**Project Number: 402-13-18**

**Project Title: Underage Alcohol Enforcement Initiatives/NOHS**

**Description:**

Provide mini-grant funding supporting community-based coalitions in Nebraska who are committed to reducing youth-involved motor vehicle crashes, as well as preventing youth access to alcohol and tragic consequences that result from underage drinking that will include enforcement and adjudication strategies and policy and media advocacy efforts. This project will support youth training on policy and media advocacy and leadership issues.

**Budget: \$25,000.00**

---

**Project Number: 402-13-25**

**Project Title: Traffic Training/NOHS**

**Description:**

Provide funding assistance through the Mini-Grant Contract Application and Award process to agencies and/or organizations in the twenty-three priority counties to attend traffic safety-related training. This project is to provide assistance to improve and expand the knowledge of law enforcement and traffic safety professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska.

**Budget: \$20,000.00**

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**Project Number: 402-13-39**

**Project Title: Prosecutorial Response to DUI Crimes/  
Nebraska Department of Justice, Nebraska Attorney General's Office**

**Description:**

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

**Budget: \$104,380.00**

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**Project Number: 402-13-40**

**Project Title: Project Night Life Expansion/  
Omaha Police Department**

**Description:**

Provide funding to the Omaha Police Department to continue to expand the Project Night Life Expansion grant. This project will continue its successes by reinforcing awareness and education of area police officers regarding the Nebraska Provisional Operators Permit (POP) provisions use joint efforts with surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. The project will educate teen drivers regarding the need for adhering to these restrictions and the penalties for failure to do so, and educate parents through seminars to make them aware of the need to encourage and provide their assistance in establishing parental rules for teen drivers. Funding for selective enforcement efforts continue monthly concentrating on high crash locations involving young drivers is provided in the grant.

**Budget: \$122,045.00**

---

**Project Number: 402-13-41**

**Project Title: Judicial/Prosecution Training/NOHS**

**Description:**

Provide funding assistance through the Mini-Grant Contract Application and Award process to Nebraska's judicial branch for training opportunities for prosecutors and judges to attend traffic-related training.

**Budget: \$10,000.00**

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### Alcohol Program Area: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
402-13-06	Nebraska Collegiate Consortium To Reduce High Risk Drinking	\$209,723.00
402-13-09	Alcohol Program Coordination	\$85,000.00
402-13-10	Alcohol Public Information and Education	\$300,000.00
402-13-11	Alcohol Equipment Support	\$27,000.00
402-13-12	Alcohol Selective Overtime Enforcement	\$25,000.00
402-13-17	MADD Court Monitoring Program Statewide Initiatives	\$51,655.00
402-13-18	Underage Alcohol Enforcement Initiatives	\$25,000.00
402-13-25	Traffic Training	\$20,000.00
402-13-39	Prosecutorial Response to DUI Crimes	\$104,380.00
402-13-40	Project Night Life Expansion	\$122,045.00
402-13-41	Judicial Prosecution Training	\$10,000.00
<b>Total 402 Funds</b>		<b>\$979,803.00</b>

## Occupant Protection Program Area

**Goal:** To increase Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles by 4% from the 2011 calendar year usage rate of 84.2% to 88.2% in CY2013.

---

**Project Number:** 402-13-03

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

**Description:**

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

**Budget:** \$80,000.00

---

**Project Number:** 402-13-04

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

**Description:**

Provides funds to NOHS for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases. Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska driver's to establish a baseline for measurement in changes in attitudes.

**Budget:** \$300,000.00

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**Project Number:** 402-13-05

**Project Title:** Custer County Campaign Buckle-Up/  
Central Nebraska Community Services, Inc.

**Description:**

Provide funding to Central Nebraska Community Services, Inc. to continue collaboration with law enforcement, high schools, the community, and parents in addressing traffic safety in Custer County. This project will target the age group of 16 through 20 in the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts.

**Budget:** \$27,630.00

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**Project Number:** 402-13-38

**Project Title:** Click It Don't Risk It Coalition/NOHS

**Description:**

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

**Budget:** \$70,000.00

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### Occupant Protection Program Area: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
402-13-03	Occupant Protection Program Coordination	\$80,000.00
402-13-04	Occupant Protection Public Information and Education	\$300,000.00
402-13-05	Custer County Campaign Buckle-Up	\$27,630.00
402-13-38	Click It Don't Risk It Coalition	\$70,000.00
<b>Total 402 Funds</b>		<b>\$477,630.00</b>



## Police Traffic Services Program Area

**Goal:** To decrease All Other Factors - Fatal, A and B Injury Crashes by 4% from the 2009-2011 calendar base year average of 4,114 to 3,878 in CY2013.

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**Project Number:** 402-13-27

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

**Description:**

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

**Budget:** \$50,000.00

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### Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget
402-13-27	Traffic Selective Overtime Enforcement	\$50,000.00
<b>Total 402 Funds</b>		\$50,000.00

## Traffic Records Program Area

**Goal:** To decrease All Other Factors - Fatal, A and B Injury Crashes by 4% from the 2009-2011 calendar base year average of 4,114 to 3,878 in CY2013.

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**Project Number:** 402-13-30

**Project Title:** Traffic Records/NOHS

**Description:**

This NOHS internal, support project will assist the NOHS and other state and local agencies to be able to upgrade and improve accessibility to Traffic Record files. This support project will also assist in the linkage and automation of other critical databases, such as the Accident Records File, to provide improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and archaic technology. This grant also provides a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records' capabilities.

**Budget:** \$20,000.00

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**Project Number:** 402-13-31

**Project Title:** Computer System/NOHS

**Description:**

Provide funding to the NOHS for supplies, upgrading, and purchasing computer/fax equipment or any software or other necessary equipment to enhance research and analysis capabilities of traffic safety issues.

**Budget:** \$10,000.00

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### Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget
402-13-30	Traffic Records	\$20,000.00
402-13-31	Computer System	\$10,000.00
<b>Total 402 Funds</b>		<b>\$30,000.00</b>

## Distracted Driving Program Area

**Goal:** To reduce Distracted Driver – Fatal, A and B Injury Crashes by 10% from the 2009-2011 calendar base year average of 736 to 648 in CY2013.

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

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**Project Number:** 402-13-13

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

**Description:**

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

**Budget:** \$65,000.00

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**Project Number:** 402-13-22

**Project Title:** Preventing Distracted Driving Among Teenage Drivers/  
Department of Health and Human Services (DHHS)

**Description:**

Provides funding to Department of Health and Human Services to implement several public health education programs aimed at preventing distracted driving among teenage drivers. A maximum of four mini-grants will be issued to eligible applicants at recognized local public health department that serve in the NOHS priority counties. Technical assistance will be provided by DHHS to the mini-grants recipients. Mini-grants will target distracted teenage driving using a work plan and coordinating efforts with law enforcement and county attorneys to implement their proposed program.

**Budget:** \$30,500.00

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### Distracted Driving Program Area: Budget Summary

Project Number	Project Title	Budget
402-13-13	Distracted Driving Public Information and Education	\$65,000.00
402-13-22	Preventing Distracted Driving Among Teenage Drivers	\$30,500.00
<b>Total 402 Funds</b>		<b>\$95,500.00</b>

## Identification and Surveillance Program Area

**Goal:** To decrease Youth-Involved Fatal, A and B Injury Crashes by 8% from the 2009-2011 calendar base year average of 1,577 to 1,401 in CY2013.

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**Project Number:** 402-13-19

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

**Description:**

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

**Budget:** \$50,000.00

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**Project Number:** 402-13-21

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

**Description:**

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

**Budget:** \$25,000.00

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**Project Number:** 402-13-23

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

**Description:**

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

**Budget:** \$142,000.00

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**Project Number:** 402-13-24

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

**Description:**

Provides funds to NOHS for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases. Funds will also be used to contract with an experienced traffic safety public opinion survey of Nebraska drivers to establish a baseline for measurements.

**Budget:** \$20,000.00

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### Identification and Surveillance Program Area: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
402-13-19	Youth Public Information and Education	\$50,000.00
402-13-21	Youth Program Coordination	\$25,000.00
402-13-23	Traffic Safety Program Coordination	\$142,000.00
402-13-24	Traffic Safety Public Information and Education	\$20,000.00
<b>Total 402 Funds</b>		<b>\$237,000.00</b>

## Speed Control Program Area

**Goal:** To decrease Speed-Related Fatal, A and B Injury Crashes by 11% from the 2009-2011 calendar base year average of 417 to 369 in CY2013.

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**Project Number:** 402-13-32

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

**Description:**

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

**Budget:** \$25,000.00

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**Project Number:** 402-13-35

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

**Description:**

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

**Budget:** \$25,000.00

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### Speed Control Program Area: Budget Summary

Project Number	Project Title	Budget
402-13-32	Speed Program Coordination	\$25,000.00
402-13-35	Speed Public Information and Education	\$25,000.00
<b>Total 402 Funds</b>		<b>\$50,000.00</b>

## Speed Enforcement Program Area

**Goal:** To decrease Speed-Related Fatal, A and B Injury Crashes by 11% from the 2009-2011 calendar base year average of 417 to 369 in CY2013.

**Project Number:** 402-13-26

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

**Description:**

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

**Budget:** \$70,960.00

**Project Number:** 402-13-33

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

**Description:**

Provide funding to the NOHS to award mini-grants for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies in the priority counties. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes.

**Budget:** \$50,000.00

**Project Number:** 402-13-34

**Project Title:** Speed Equipment/NOHS

**Description:**

Provide funding to the NOHS to award mini-grants to state and local law enforcement agencies in the priority counties to assist with the purchase of new speed detection equipment to enforce Nebraska speed limits. Additional consideration is given to those agencies in the "speed emphasis" counties to impact attitudes and driving behavior.

**Budget:** \$40,000.00

### Speed Enforcement Program Area: Budget Summary

Project Number	Project Title	Budget
402-13-26	Traffic Law Enforcement	\$70,960.00
402-13-33	Speed Selective Overtime Enforcement	\$50,000.00
402-13-34	Speed Equipment	\$40,000.00
<b>Total 402 Funds</b>		<b>\$160,960.00</b>

## **Additional Highway Safety Funding**

### **Section 405 - Occupant Protection Incentive Grant**

The goal of the 405 Occupant Protection Incentive project is to increase statewide safety belt and child restraint usage. This will provide funding for law enforcement incentives and media campaigns for "Click It or Ticket", child passenger safety seats, and observations surveys. These funds are used to increase the observed occupant restraint usage rate by 4% from the 2011 calendar year usage rate of 84.2% to 88.2% and to increase the observed child restraint usage from the 2011 observed rate of 95.1 to 95.5% in CY2013. There are 3 program tasks with an expected total of more than 60 individual projects will result from the mini-grant contract awards. A total of \$288,000.00 has been allocated for Fiscal Year 2013.

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**Project Number: 405-13-06**

**Project Title: Occupant Restraint Information Support/NOHS**

**Description:**

Providing funds to the NOHS to provide resources to Child Passenger Safety (CPS) instructors and technicians to provide enhanced training and parent education (i.e., mailings, brochures, videos, newsletters subscriptions). Provide funding assistance through the Mini-Grant Contract Application and Award process to inspection stations to provide child safety seats for rural and low-income parents/care givers.

**Budget: \$100,000.00**

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**Project Number: 405-13-07**

**Project Title: Occupant Protection Special Initiatives/NOHS**

**Description:**

Provides funds to NOHS for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases. Contract with an experienced survey firm to conduct a scientific and statistically valid statewide observed safety belt and child restraint opinion surveys on Nebraska driver's to establish a baseline for measurement in changes in attitudes. Provide incentives to law enforcement agencies participating in the 2013 mobilization/crackdown and meet the activity report deadline.

**Budget: \$45,000.00**

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**Project Number: 405-13-08**

**Project Title: Occupant Protection Click It or Ticket/NOHS**

**Description:**

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

**Budget: \$143,000.00**

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**Section 405 - Occupant Protection Incentive Grant: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
405-13-06	Occupant Restraint Information Support	\$100,000.00
405-13-07	Occupant Protection Special Initiatives	\$45,000.00
405-13-08	Occupant Protection Click It or Ticket	\$143,000.00
<b>Total 405 Funds</b>		<b>\$288,000.00</b>

## **Section 408 - State Traffic Safety Information System Improvements Grant**

Federal 408 funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel and procedures that capture's, store, transmit, analyze and interpret highway safety data. Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment was completed in July 2011. The assessment is used as a guide for 408 project priorities both short and long term. A total of \$518,484.00 has been allocated for Fiscal Year 2013.

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**Project Number:** 408-13-01

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

**Description:**

Provides funding to the Nebraska Crime Commission to work with other agencies (DOR and DMV)) that deal directly with traffic records, to design an efficient collection and transmission of traffic record data. The goal is to improve the collection, access and integrate data (Administrative License Revocation forms, crash report data, citations) electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data. One component will be to expand the use of the e-Citations to other new law enforcement agencies and to persuade the Omaha Police Department to submit e-Citations.

**Budget:** \$319,300.00

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**Project Number:** 408-13-11

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

**Description:**

Provides funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) link to the Crash Outcome Data Evaluation System (CODES) database. which links four database sources (crash, EMS, Hospital Discharge and death certificates). Currently, Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), Lincoln Fire and Rescue data base, and Omaha Fire and Rescue database.

**Budget:** \$34,867.00

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**Project Number:** 408-13-14

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

**Description:**

Provide funding to the DHHS 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. Through this project all EMS services are encouraged to converge to the standard reporting systems – eNARSIS.

**Budget:** \$129,450.00

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**Project Number: 408-13-15**

**Project Title: E-code Data Quality Assessment and Improvement/  
Nebraska Department of Health and Human Services**

**Description:**

Providing funds 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.

**Budget:** \$34,867.00

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**Section 408 – State Traffic Safety Information System Improvements Grant:  
Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
408-13-01	E-Citation Automation	\$319,300.00
408-13-11	EMS Data Quality Assessment	\$34,867.00
408-13-14	Crash Outcome Data Evaluation System (CODES)	\$129,450.00
408-13-15	Hospital Discharge Injury Data (E-Code) Quality Assessment	\$34,867.00
<b>Total 408 Funds</b>		<b>\$518,484.00</b>

## **Section 410 – Alcohol-Impaired Driving Countermeasures Incentive Grant**

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing equipment and training that will enhance impaired driving arrests, improve the quality and efficiency of the prosecution and adjudication of offenders, and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funding will also be utilized to assist with the purchase of in-car camera systems and preliminary breath testing units for Nebraska law enforcement agencies and to train Drug Recognition Experts. Funds are provided to community based programs that impact impaired driving. While there are 8 program tasks, an expected total of more than 200 individual projects will result from the mini-grant contract awards. A total of \$1,557,500.00 has been allocated for Fiscal Year 2013.

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**Project Number:** 410-13-02

**Project Title:** In Car Cameras/NOHS

**Description:**

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

**Budget:** \$200,000.00

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**Project Number:** 410-13-03

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

**Description:**

Provide funding for the NOHS to award mini-grants to state and local law enforcement agencies to provide preliminary breath testing instruments to apprehend impaired drivers. Participating agencies will receive preliminary breath testing instruments funded 100% by the NOHS.

**Budget:** \$90,000.00

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**Project Number:** 410-13-04

**Project Title:** DRE Training & Recertification/NOHS

**Description:**

Provide funding to the NOHS to administer the 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 will provide training for law enforcement officers to become Drug Recognition Experts (DRE), provide annual in-service training for Nebraska's trained DREs and prosecutors and provide funding assistance for Nebraska's DREs and prosecutors to attend the international DECP conference on impaired driving.

**Budget:** \$75,000.00

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**Project Number: 410-13-05**

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

**Description:**

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

**Budget: \$300,000.00**

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**Project Number: 410-13-06**

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

**Description:**

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

**Budget: \$285,000.00**

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**Project Number: 410-13-07**

**Project Title: Special Alcohol Enforcement Initiatives & Equipment/NOHS**

**Description:**

This Project will provide mini-grants that support specialized daytime and nighttime alcohol enforcement operations and equipment including but not limited to special sobriety checkpoint operations, special underage drinking enforcement (cops in shops, shoulder taps, source investigation). Equipment such as special signage for checkpoint operations and electronic surveillance items would be some examples.

**Budget: \$200,000.00**

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**Project Number: 410-13-08**

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

**Description:**

Provide funding assistance to the Douglas County Attorney's Office to enhance community safety by creating a unit to consolidate felony motor vehicle cases for aggressive prosecution by specialized, experienced attorneys, thus taking dangerous offenders off the streets and deterring future offenses. The attorneys will maintain a caseload of active cases which will allow more time to work with law enforcement to prepare sufficient evidence for felony charges and thereby obtain more felony convictions.

**Budget: \$157,500.00**

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**Project Number: 410-13-09**

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

**Description:**

Provides funds to support community based programs that employ environmental strategies to reduce underage drinking, over service to intoxicated persons, and impaired driving in counties throughout Nebraska.

**Budget:** \$250,500.00

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**Section 410 – Alcohol-Impaired Driving Countermeasures Incentive Grant:  
Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
410-13-02	In-Car Camera	\$200,000.00
410-13-03	Breath Testing Equipment	\$90,000.00
410-13-04	Drug Recognition Expert Training & Recertification	\$75,000.00
410-13-05	Alcohol Selective Overtime	\$300,000.00
410-13-06	Alcohol Public Information and Education	\$285,000.00
410-13-07	Special Alcohol Enforcement Initiatives & Equipment	\$200,000.00
410-13-08	Felony Motor Vehicle Prosecution Unit	\$157,500.00
410-13-09	Support of Evidence Based Environmental Strategies	\$250,000.00
<b>Total 410 Funds</b>		<b>\$1,557,500.00</b>

## **Section 2010 - Motorcyclist Safety Grant**

Section 2010 provides funding to aid in reducing the number of single and multi-vehicle crashes involving motorcycles. Funding may be used to enhance motorist and motorcyclist awareness programs with specific countermeasures aimed at both motorcycle operators and other drivers. While there are 2 program tasks, an expected total of 5 individual projects will result from the mini-grant contract awards. A total of \$145,000.00 has been allocated for Fiscal Year 2013.

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**Project Number: 2010-13-01**

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

**Description:**

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

**Budget: \$120,000.00**

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**Project Number: 2010-13-02**

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

**Description:**

Provide funding to the NOHS for motorcycle training assistance. Mini-grants may be provided to local entities to enhance motorcycle training.

**Budget: \$25,000.00**

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### **Section 2010 – Motorcyclist Safety Grant: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
2010-13-01	Motorcycle Public Information and Education	\$120,000.00
2010-13-02	Motorcycle Training Assistance	\$25,000.00
<b>Total 2010 Funds</b>		<b>\$145,000.00</b>

## **Non-Highway Safety Program Funding**

### **Federal OJJDP (Office of Juvenile Justice and Delinquency Prevention) Enforcing Underage Drinking Laws (EUDL) Grant FY2011**

The EUDL Grant is directed to the enforcement of Nebraska's underage drinking laws utilizing science based community environmental strategies through the combined efforts of local community coalitions working together with state and local law enforcement, community leaders, and youth.

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**Project Number:** 2011-OJJDP-01

**Project Title:** Underage Community Coalition Support/NOHS

**Description:**

Sub-grant awards to qualifying community organizations in priority problem identified counties that provides coalition coordination, support, and grant funding directly impacting the county and community identified. Establish and coordinate local enforcement, public information, and youth work groups to target community identified enforcing underage drinking laws problems and issues. Organize and facilitate underage drinking related issues training for enforcement officers, community members, and youth. Develop and initiate public information and education campaign material targeting underage drinking issues.

**Budget:** \$52,000.00

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**Project Number:** 2011-OJJDP-02

**Project Title:** EUDL Grant Administrative Support/NOHS

**Description:**

Provides funding to NOHS for basic staff administrative costs including personal services, travel, and office expenses directly related to coordinate, monitor, and audit the EUDL grant activity and Nebraska Underage Drinking Task Force.

**Budget:** \$10,000.00

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### **OJJDP – Office of Juvenile Justice and Delinquency Prevention: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>
2011-OJJDP-01	Underage Community Coalition Support / NOHS	\$52,000.00
2011-OJJDP-02	EUDL Grant Administrative Support / NOHS	\$10,000.00
<b>Total OJJDP Funds</b>		<b>\$62,000.00</b>



## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

#### **Section 402 Requirements (as amended by Pub. L. 112-141)**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:**

- **National law enforcement mobilizations, and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148) (a)). (23 USC 402 (b)(1)(F));**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

### **Federal Funding Accountability and Transparency Act**

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

#### **The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.
  2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  1. Abide by the terms of the statement.
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through

implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT)**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it

determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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

\_\_\_\_\_  
**Nebraska**  
**State or Commonwealth**

2013  
**For Fiscal Year**

8/24/2012  
**Date**



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

**HIGHWAY SAFETY PROGRAM COST SUMMARY**  
**2013 HSP SUBMITTED WITH PLAN**

State: Nebraska

August 24, 2012

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA-13-01-00-00	164,000.00	164,000.00	0.00	164,000.00	164,000.00	0.00
AL-13-02-00-00	979,803.00	898,152.75	0.00	979,803.00	979,803.00	653,202.00
OP-13-03-00-00	477,630.00	437,827.50	0.00	477,630.00	477,630.00	318,420.00
PT-13-04-00-00	50,000.00	45,833.33	0.00	50,000.00	50,000.00	33,333.33
TR-13-05-00-00	30,000.00	27,500.00	0.00	30,000.00	30,000.00	20,000.00
DD-13-06-00-00	95,500.00	87,541.67	0.00	95,500.00	95,500.00	63,666.67
IS-13-07-00-00	237,000.00	217,250.00	0.00	237,000.00	237,000.00	158,000.00
SC-13-08-00-00	50,000.00	45,833.33	0.00	50,000.00	50,000.00	33,333.33
SE-13-09-00-00	160,960.00	147,546.67	0.00	160,960.00	160,960.00	107,306.67
<b>14+ TOTAL NHTSA</b>	<b>\$2,244,893.00</b>	<b>\$2,071,485.25</b>	<b>\$0.00</b>	<b>\$2,244,893.00</b>	<b>\$2,244,893.00</b>	<b>\$1,387,262.00</b>
405 Funds	288,000.00	864,000.00	0.00	288,000.00	288,000.00	0.00
408 Funds	518,484.00	129,621.00	0.00	518,484.00	518,484.00	0.00
410 Funds	1,557,500.00	4,672,500.00	0.00	1,557,500.00	1,557,500.00	0.00
2010 Funds	145,000.00	0.00	0.00	145,000.00	145,000.00	0.00

Division has over 10 million available to use as matching funds. (DMV's Driver and Vehicle Records, Financial Responsibility, and Driver Licensing Services)



August 24, 2012

Fred E Zwonechek  
Administrator  
Nebraska Office of Highway Safety

Date



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 7  
Arkansas, Iowa, Kansas,  
Missouri, Nebraska

901 Locust, Suite 466  
Kansas City, MO 64106  
Phone: 816-329-3900  
Fax: 816-329-3910

September 27, 2012

The Honorable Dave Heineman  
Governor of Nebraska  
State Capitol Building  
Room 2316  
Lincoln, Nebraska 68509

Dear Governor Heineman:

We have reviewed Nebraska's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 24, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1.

Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We look forward to working with Mr. Randy Peters and Mr. Fred E. Zwonechek and the Office of Highway Safety during Fiscal Year 2013. If you have questions, please call our office at (816) 329-3900.

Sincerely,

Romell W. Cooks  
Regional Administrator

cc:  
Randy Peters  
Fred Zwonechek



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Region 7  
Arkansas, Iowa, Kansas,  
Missouri, Nebraska

901 Locust, Suite 466  
Kansas City, MO 64106  
Phone: 816-329-3900  
Fax: 816-329-3910

September 27, 2012

Mr. Randy Peters, P.E.  
Director – State Engineer  
Department of Roads  
1500 Highway 2  
Lincoln, Nebraska 68509-4759

Dear Mr. Peters:

We have reviewed Nebraska's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 24, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

By this letter, Nebraska is hereby authorized to proceed with its Fiscal Year 2013 Highway Safety Plan. This authorization is subject to the availability of funds during Fiscal Year 2013 as of October 1, 2012; however, in no event does this authorization permit the State to be reimbursed for expenses in excess of amounts authorized by law. Federal 402 funds reprogrammed from prior-years Plan will be available for immediate use by the State of Nebraska under this Plan on October 1, 2012. Reimbursement is contingent upon the submission of a Cost Summary (HS 217) from the Grants Tracking System within 30 days after either the beginning of Fiscal Year 2013 or the date of this letter, whichever is later.

As noted in the 23 CFR Part 1200.21 Equipment (d) Major Purchases and dispositions: All purchases and dispositions of equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more per unit must receive prior written approval from the Approving Official, in this case the Region 7 Regional Administrator.

During the course of the fiscal year, we will work with the Office of Highway Safety as they implement programs outlined in the Nebraska Certification and Assurances. In addition, we will work with the Office of Highway Safety and the Traffic Records Coordinating Committee as they put into action the programs and projects outlined in the Nebraska Section 408 application.



Nebraska's nighttime unrestrained fatalities are above the National level. Data from 2008-2010 indicate that Nebraska's annual nighttime (6pm-6am) unrestrained fatalities are 2.49 deaths per 100,000 population. The National level for this time period is 2.18 per 100,000 populations. Nebraska's nighttime unrestrained fatality rate thus is 14 percent higher than the nation's. I could not determine from reviewing your HSP the level of nighttime enforcement for Fiscal Year 2013. Nighttime seat belt enforcement strategies are a proven countermeasure that we know will help Nebraska reduce the number of unrestrained nighttime fatalities. I am encouraging you to consider nighttime seat belt enforcement efforts between the hours of 9p.m. and 3a.m.

The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used by States and federal agencies in the development and implementation of behavioral highway safety plans and programs. Outcome reporting is included in this agreement. One of these reporting items is the telephone or similar surveys to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. Nebraska did include their survey information in the 2011 Annual Report, but I did not see that the results were included in this year's HSP. Please amend the HSP to include the survey results. We appreciate your addition of the Traffic Safety Performance Measure chart on page 21 using the FARS calculations. It would be helpful for you to include a notation on which of the data is based upon finalized numbers and which data is based upon projected numbers.

We look forward to working with Mr. Fred Zwonechek and the Nebraska Office of Highway Safety in Fiscal Year 2013 for the planning and implementation of the new MAP-21 requirements. If you have questions, please call Sherri Cannon at 816-329-3908.

Sincerely,

A handwritten signature in blue ink that reads "Romell W. Cooks". The signature is fluid and cursive, with the first name being the most prominent.

Romell W. Cooks  
Regional Administrator

cc:  
Fred Zwonechek