

Non-Infrastructure Flex Fund Program

Nebraska Department of Roads has elected to provide funding for safety activities/ programs and safety equipment. Projects must target one of the following critical emphasis areas identified in the SHSP: (1) occupant restraint, (2) impaired driving, or (3) younger drivers. Projects will be selected based on crash data showing the project's ability to reduce traffic crashes, resulting in fewer deaths and injuries. Projects will be funded for up to one year. Agencies eligible to apply for funding assistance include Nebraska government and non-profit organizations. Grant directions and applications are available online at <http://www.dor.state.ne.us/traffeng/hsip/>

High Risk Rural Roads Program

The High Risk Rural Roads Program (H3RP) specifically targets safety problems on roadways classified as rural major collectors, rural minor collectors and rural local roads. The funds can be used for construction and operational improvements related to safety. The H3RP Implementation Team allocates funds in proportion to where the fatal and injury accidents occur. In practical terms, this will make about half of the \$981,000 annual funding available for qualifying off-system projects. As part of this program, a statewide horizontal curve project will make appropriate signage available to requesting counties. The team meets monthly to view video and crash data on locations identified on the spot maps to identify possible safety projects. Counties may also send a letter of proposal requesting consideration for H3RP funds.

Other Funding Opportunities

Safe Routes to School Program

The Safe Routes program is designed to help schools and communities build and promote kid-friendly routes, so kids are able to walk and bike to school. Grant funds may be used for:

Engineering – Improving infrastructure around schools to establish safe and fully accessible crossings, walkways, trails, and bikeways.

Education – Teaching children the health benefits of walking, and inform children and drivers of safety skills.

Encouragement – Promoting walking and biking to school as healthy, safe, and fun.

Enforcement – Partnering with local law enforcement or initiating community enforcement to ensure laws are followed by drivers and pedestrians.

Evaluation – Measuring outcomes of the project to determine success.

Contact the Nebraska Safe Routes to School State Program Coordinator, Kelly Morgan at 402-476-7331 or kmorgan@sinclairhille.com.



Nebraska Department of Roads
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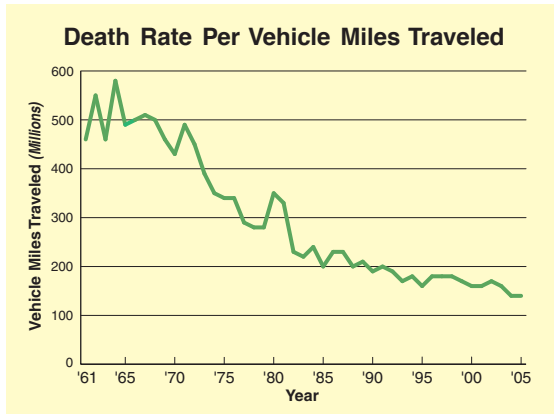
HIGHWAY SAFETY IMPROVEMENT PROGRAM



- Strategic Safety Improvement Projects
- Rail/Highway Crossings
- Hazard Elimination Program
- Non-Infrastructure Flex Fund Program
- High Risk Rural Roads Program

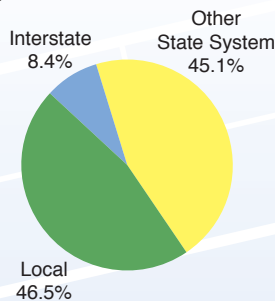
Strategies and Programs to Save Lives on Nebraska Highways

After significant decreases in traffic fatalities up until the early 1980's, the number of traffic fatalities in Nebraska leveled off, with a slight upward trend in recent years. Traffic fatalities in Nebraska are growing at an average rate of seven traffic fatalities every ten years. One reason the number is increasing is because the number of vehicle miles traveled (VMT) in the state has increased steadily. This upward trend also suggests that the safety measures that have worked in the past are not as effective as they once were.



Where Crashes Occur

Local roads had 63.7% of the total number of crashes in 2006 and 46.5% of the total number of fatal crashes. When considering crashes per 100 million vehicle miles traveled, the interstate actually had the lowest crash rate for all roadway categories, followed by other state highways and local roads.



Strategic Highway Safety Plan

In 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under this new law, each state was to develop a Strategic Highway Safety Plan (SHSP) identifying critical emphasis areas and countermeasures to address those areas of concern. The Nebraska Interagency Safety Working Committee, with the help of safety advocates across the state, has developed the 2005-2011 SHSP which focuses on the following five emphasis areas:

- Younger Drivers
- Impaired Driving
- Increasing Safety Belt Usage
- Keeping Vehicles on the Roadway
- Intersection Safety

The goal of the SHSP is to reduce the state's fatality rate from 1.6 fatalities per 100 million vehicle miles (MVM) in 2003 to 1.0 fatalities per 100 MVM by 2011.

That's **80** lives saved.



Highway Safety Improvement Program

This program provides federal funding to help states address highway safety issues that will reduce fatalities and life-altering injuries. The program is broken down into several categories for a broad array of safety improvement projects to reduce the number and severity of crashes on both state and local roads and to specifically address critical emphasis areas identified in the state's SHSP. Funding is broken down as follows:

HSIP Funding

Infrastructure	\$3,286,000
Rail/Intersection	\$3,000,000
Hazard Elimination	\$1,800,000
Non-infrastructure	\$1,000,000
High Risk Rural Roads	\$ 981,000

Strategic Safety Infrastructure Projects

The Nebraska Department of Roads (NDOR) is currently developing statewide shoulder and centerline rumble strip projects to reduce the number of run-off-road crashes. These applications have been proven to be an effective strategy in reducing run-off-road crashes. NDOR is also investigating other infrastructure strategies included in the state SHSP such as roundabouts, off-set T intersections, etc.

Rail/Highway Crossings

NDOR uses these funds for rail-highway grade separations, installation of active warning devices, crossing surface upgrades, circuitry upgrades and crossing closures.

Hazard Elimination Program

This program provides funding for projects such as intersection safety improvements, pavement and shoulder widening, rumble strips, signage and guardrails. The NDOR Safety Committee meets monthly to review proposals from cities and counties, as well as locations identified by the NDOR Highway Safety crash data. The committee selects projects based on volume of traffic, frequency and severity of crashes, and the benefit versus cost of the project.