NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN

October 1, 2015 – September 30, 2016

Nebraska Office of Highway Safety
P.O. Box 94612, Lincoln NE 68509
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STATE OF NEBRASKA

"Performance-Based" Strategic Traffic Safety Plan

October 1, 2015
through
September 30, 2016

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INTRODUCTION

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.

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

The NOHS is an active and integral partner in the development of the Nebraska Strategic Highway Safety Plan (NSHSP). The NOHS Administrator serves in an advisory capacity to the Nebraska State Patrol's Motor Carrier Assistance Program Plan, the Nebraska Department of Roads Highway Safety Improvement Program Plan, and the NSHSP. As a result, the NOHS Administrator is in a position to assist in maintaining continuity among the various plan goals and the NOHS annual HSP. As we await final rule from FHWA on their requirement that address 1200.11 (b)(2), we will continue to work with our federal partners to establish common performance measures, C-1, C-2, and C-3 in the HSP that are identical with the State Highway Safety Improvement plan (HSIP) as coordinated through the Nebraska Strategic Highway Safety Plan (NSHSP).

Two members of the NOHS staff serve on the NSHSP Interagency Safety Working Committee that includes those that develop the state's commercial vehicle assistance plan and the highway safety improvement plan. Many of the current critical strategies employed to address the problems identified in the NSHSP are directly associated to the strategies in this Plan. Nearly all of those involved in the NSHSP development are members of the NOHS Highway Safety Advocates Group too.

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 Preventive Health Block Grant funding. The NOHS Administrator also serves as a member of Nebraska Partners in Prevention (NePip) Advisory Committee and the State Epidemiological Work Group that make recommendations to the DHHS management staff. Each of these relationships is important to leverage activity that influences the NOHS initiatives while avoiding potential duplication of efforts.

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 continuation of the Traffic Records Strategic Planning process is being undertaken. A new 408 Strategic Plan is being prepared to incorporate many of the suggestions from the TRA. This will enhance the ability to conduct problem identification, monitor project activity, produce measurable results, and evaluate the performance of programs.

The Nebraska Office of Highway Safety program is a federal grant program. The federal fiscal year runs from the period of October 1 through September 30. The NOHS submits the Fiscal Year 2016 (FY2016) 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 402/405 State and Community Highway Safety Projects by Program Area for FY2016, additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances and include the FY2016 Section 402/405 Obligation Cost Summary.

Funding will be used to address the following priority traffic safety issues:

- **Section 402** Highway Safety Project priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.

- **Section 405** Application (23 U.S.C. 405)
  - **Occupant Protection Incentive** Grant (405b: Occupant Protection Low Use Funding) will be used to increase the statewide child restraint and safety belt usage, media campaigns, and incentive awards for law enforcement agencies.
  - **State Traffic Safety Information System Improvements** Grant (405c: State Traffic Safety Information Systems Improvements (23 CFR 1200.22)) will be used to improve the State data systems linking medical, roadway and economic data.
  - **Alcohol-Impaired Driving Countermeasures Incentive** Grant (405d: Impaired Driving Countermeasures (23 CFR 1200.23)) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.
  - **Motorcyclist Safety** Grant (405f: Motorcyclist Safety (23 CFR 1200.25)) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.

The NOHS will continue to actively submit applications for potential additional funding resources for highway safety program activity. Expected applications will be made to the Nebraska Highway Safety Improvement Program (HSIP) and the Governor's Highway Safety Association for the Ford Driving Skills for Life (DSFL) teen driving safety grants.

MAP-21 Maintenance of Effort (MOE) Requirement

The MAP-21 provision requires the State to maintain its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011 to qualify for certain highway safety funding under Section 405 grants. As a condition of receiving grant funds, States will be required to certify in the Section 405 Grant Applications that they meet the applicable MOE requirements.

Nebraska continues to mainitain its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011. On March 27, 2015, NOHS submitted the State's FY2014 MOE, as required, to NHTSA. On April 14, 2015, the Nebraska FY2014 MOE Summary Calculations were accepted by NHTSA.

Legislation

During the years 2009-2014, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

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

State Demographic Analysis

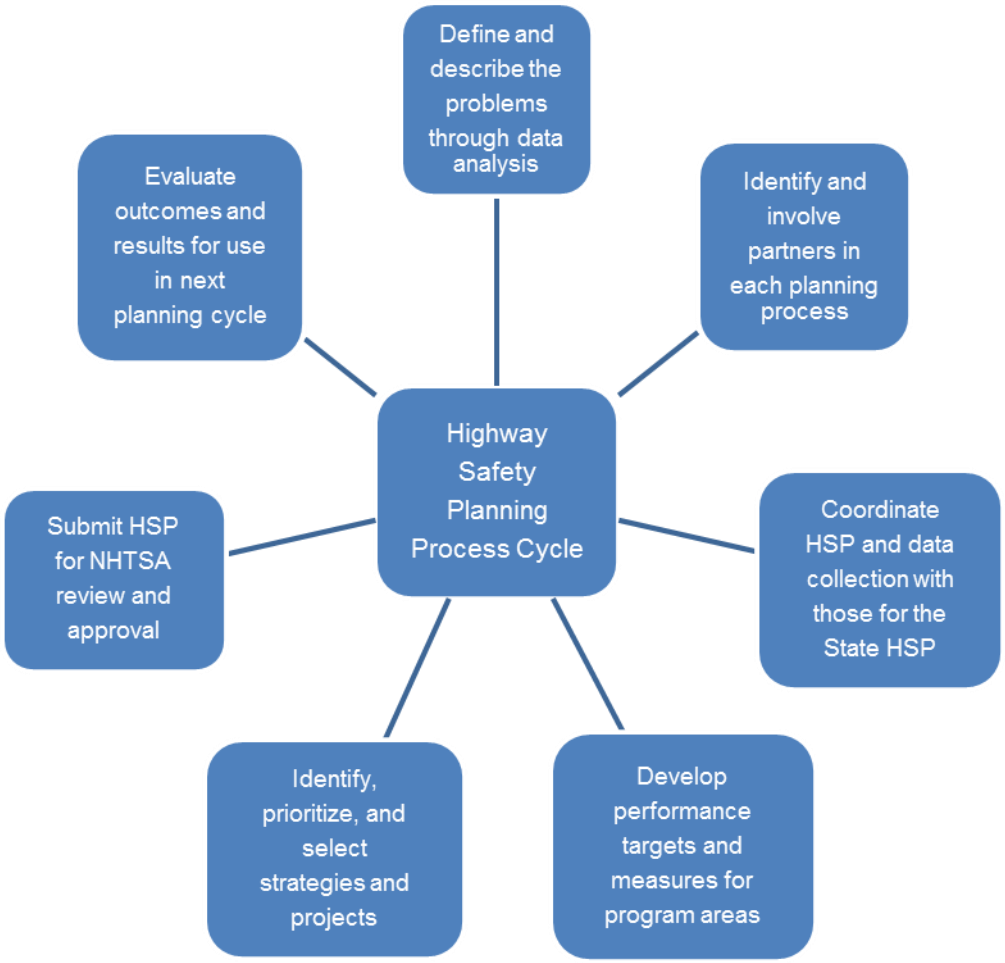
Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,881,503 on July 1, 2014, a 3.02% increase since the 2010 Census. The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 82 percent of the population is white, 5 percent black and 10 percent Hispanic. According to the Census, 25 percent of the population is under 18 years of age, 62 percent is between the ages of 18 and 65 and more than 13 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2013 there were 1,407,635 licensed drivers and 2,315,126 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 17 daily and 156 weeklies newspapers, electronic media outlets include 14 commercial and education television stations and 127 commercial radio stations. One major area of the State is linked with media in neighboring states.

Highway Safety Planning Process

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

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

HSP Flowchart



HSP Program Planning Calendar

November - December	Debrief the previous year's programs, crash data, State and national priorities, update problem identification, and set performance targets with NOHS staff. Work on problem identification for specific geographical and demographic priority areas. Coordinate data and problem identification with the State's HSP.
January – February	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies and Procedures on website.
March – April	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
May	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to NOHS for formal review and rating.
June	Draft the HSP including the Section 405 grant application for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.
July	Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.
August – September	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
October	Implement grants and contracts. Begin to collect information for the FY2016 Annual Report.

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

Process and Data Description

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

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

Problem Identification Process, Data Used and Participants

Problem identification is performed by the NOHS staff, with the sometime assistance of other state and local 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.

Highway Safety Partnerships

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

Nebraska Supreme Court (Administrative Office of the Courts & Probation),
Nebraska Department of Roads,
Nebraska Department of Motor Vehicles,
Federal Highway Administration,
Nebraska Liquor Control Commission,
Nebraska Attorney General, 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, and
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,
University of Nebraska - Omaha, and
University of Nebraska – Lincoln.

Professional associations:

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

Traffic Safety Performance Measures

Performance measures enable the state to track progress, from a specific baseline, toward meeting a goal. In August 2008, the US Department of Transportation released a document DOT HS 811 025, that outlines a minimum set of behavioral highway safety plans and programs. The 11 Core (C) performances measures were developed by NHTSA in collaboration with GHSA and others. The initial minimum set contains 14 measures: 10 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to State highway safety plans and use existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, state set goals for the report progress on each of the 11 core outcome and behavior measures annually. In 2014 an addition core measurement has been added and has been addressed the FY2015 and FY2016 HSP. The following are the 15 performance measures which will be identified within their respective programs areas:

OUTCOME MEASURES:

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

BEHAVIOR MEASURE:

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

ACTIVITY MEASURES:

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

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

Traffic Safety Performance Trends and Targets

								Projections		
	PERFORMANCE MEASURES		2009	2010	2011	2012	2013	2014	2015	2016
C-1	Traffic Fatalities*	Annual	223	190	181	212	211			
		5-Year Moving Average	246	229	212	203	203	204	192	187
C-2	Serious Traffic Injuries**	Annual	1,945	1,750	1,768	1,661	1,536			
		5-Year Moving Average	1,959	1,898	1,859	1,796	1,732	1,667	1,614	1,555
C-3	Fatalities per VMT*	Annual	1.15	0.98	0.95	1.10	1.10			
		5-Year Moving Average	1.27	1.19	1.10	1.05	1.06	1.05	1.00	0.97
C-4	Unrestrained Passenger Vehicle Occupant Fatalities*	Annual	108	79	79	102	105			
		5-Year Moving Average	120	107	96	92	95	82	75	68
C-5	Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC*	Annual	68	50	45	73	60			
		5-Year Moving Average	69	64	59	58	59	54	52	49
C-6	Speeding-Related Fatalities*	Annual	30	36	33	44	39			
		5-Year Moving Average	44	41	35	35	36	32	30	27
C-7	Motorcyclist Fatalities*+	Annual	15	14	23	22	14			
		5-Year Moving Average	17	16	17	19	18	16	14	13
C-8	Unhelmeted Motorcyclist Fatalities*	Annual	5	0	2	1	1			
		5-Year Moving Average	3.8	3.2	2.8	2.2	1.8	1.3	0.8	0.3
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes*	Annual	55	36	27	38	39			
		5-Year Moving Average	59	55	47	41	39	32	26	21
C-10	Pedestrian Fatalities*+	Annual	9	8	7	15	12			
		5-Year Moving Average	8	8	7	9	10	9	8	7
C-11	Bicyclist Fatalities*	Annual	3	2	2	0	0			
	Required in 2015	5-Year Moving Average	1.8	1.6	1.6	1.4	1.4	1.3	1.2	1.1
	CORE BEHAVIOR MEASURE									
B-1	Seat Belt Use**	Annual	84.8%	84.1%	84.2%	78.6%	79.1%	79%~	80.4%	81.1%
	ACTIVITY PERFORMANCE MEASURES									
1	Safety Belt Citations	Annual	3,605	3,622	4,051	3,178	3,030	2,790~	N/A	N/A
2	Alcohol Impaired Driving Arrests	Annual	2,424	2,807	2,205	2,611	2,599	1,301~	N/A	N/A
3	Speeding Citations	Annual	25,350	18,395	29,777	19,097	20,105	17,415~	N/A	N/A
	FATAL, A AND B INJURY CRASH TARGETS									
	Fatal, A and B Crashes**	Annual	5,387	5,025	4,998	4,915	4,713			
		5-Year Moving Average	5,698	5,492	5,351	5,168	5,008	4,860	4,693	4,532
	Alcohol-Impaired Fatal, A and B Crashes**	Annual	628	580	610	653	550			
		5-Year Moving Average	681	657	643	631	604	594	576	560
	Speed-Related Fatal, A and B Crashes**	Annual	423	454	374	290	334			
		5-Year Moving Average	472	447	437	388	375	358	329	305
	Youth-Involved Fatal, A and B Crashes**	Annual	1,742	1,576	1,414	1,402	1,300			
		5-Year Moving Average	1,931	1,805	1,686	1,572	1,487	1,388	1,278	1,174
	All Other Factors, Fatal, A and B Crashes**	Annual	4,336	3,991	4,014	3,972	3,829			
		5-Year Moving Average	4,545	4,388	4,271	4,148	4,028	3,867	3,756	3,627
	#Distracted Driver, Fatal, A and B Crashes**	Annual	783	696	729	791	751			
		5-Year Moving Average	791	756	738	746	750	753	744	740
	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes**	Annual	54	46	36	53	66			
		5-Year Moving Average	61	58	50	47	51	52	48	47

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

^ Annual Targets are based on 5-year moving average trend projects for 2014, 2015 and 2016.

+Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2014-2016. In order to stop the trend, a one percent decrease was applied to each year.

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

Traffic Safety Performance (Core Outcome) Measures and Projections

Performance Measure Identifier	Performance Measures/FARS	Year					Projections		
		2009	2010	2011	2012	2013	2014	2015	2016
C-1	Traffic Fatalities^	223	190	181	212	211	204	192	187
C-2	Serious Traffic Injuries^	1,945	1,750	1,768	1,661	1,536	1,667	1,614	1,555
C-3	Fatalities Per 100 million VMT**^	1.15	0.98	0.95	1.10	1.10	1.05	1.00	0.97
C-3a	Rural Fatalities Per 100 million VMT**	1.68	1.43	1.25	1.44	1.41	1.33	1.25	1.16
C-3b	Urban Fatalities Per 100 million VMT**	0.45	0.37	0.54	0.63	0.64	.046	0.45	0.43
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	108	79	79	102	105	82	75	68
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)***	68	50	45	73	60	54	52	49
C-6	Speeding-Related Fatalities	30	36	33	44	39	32	30	27
C-7	Motorcyclist Fatalities+	15	14	23	22	14	16	14	13
C-8	Unhelmeted Motorcyclist Fatalities	5	0	2	1	1	1.3	0.8	0.3
C-9	Drivers Age 20 and Younger in Fatal Crashes	55	36	27	38	39	32	26	21
C-10	Pedestrian Fatalities+	9	8	7	15	12	9	8	7
C-11	Bicyclist Fatalities	3	2	2	0	0	1.3	1.2	1.1
B-1	Observed Seat Belt Use	84.8%	84.1%	84.2%	78.6%	79.1%	79.0%~	80.4%	81.1%
	**2012 State Vehicle Miles Traveled (VMT) Data is current/2013 VMT are preliminary numbers +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2014-2016. In order to stop the trend, a one percent decrease was applied to each year. ***Based on the BAC of All Involved Drivers and Motorcycle Riders (Operators) Only								
Activity Performance Measures		**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
1	Safety Belt Citations – Grant Funded Enforcement	3,605	3,622	4,051	3,178	3,030	2,790~	No Goal	No Goal
2	Alcohol Impaired Driving Arrests – Grant Funded Enforcement	2,424	2,807	2,205	2,611	2,599	1,301~	No Goal	No Goal
3	Speeding Citations – Grant Funded Enforcement	25,350	18,395	29,777	19,097	20,105	17,415~	No Goal	No Goal
	Source: NOHS – Annual Grant Reports								
Fatal, A and B (FAB) Injury Crashes Targets		**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
	Fatal, A and B Injury Crashes	5,387	5,025	4,998	4,915	4,713	4,860	4,693	4,532
	Alcohol-Impaired FAB Injury Crashes	628	580	610	653	550	594	576	560
	Speed-Related FAB Injury Crashes	423	454	374	290	334	358	329	305
	Youth–Involved FAB Injury Crashes	1,742	1,576	1,414	1,402	1,300	1,388	1,278	1,174
	All Other Factors FAB Injury Crashes	4,336	3,991	4,014	3,972	3,829	3,867	3,756	3,627
	Distracted Driver FAB* Injury Crashes	783	696	729	791	751	753	744	740
	Nighttime (6 p.m. – 6 a.m.) FAB Injury Crashes	54	46	36	53	66	52	48	47
	Source: State Crash Data *Includes Inattention, Mobile Phone Distraction, Distracted-Other, Following Too Closely Crashes ~ Actual Number								

Traffic Safety Core Performance Measures and Targets

Performance Measure Identifier	CORE PERFORMANCE MEASURES AND TARGETS
C-1	**Traffic Fatalities (FARS)**
	To reduce traffic fatalities by 7.9 percent from 203 (2009-2013 moving average) to 187 by December 31, 2016.
C-2	**Serious Traffic Injuries (State Crash Data)**
	To reduce serious traffic injuries by 10.2 percent from 1,732 (2009-2013 moving average) to 1,555 by December 31, 2016.
C-3	**Fatalities/VMT (FARS/FHWA)**
	To reduce fatalities per 100 million vehicle miles (VMT) by 8.5 percent from 1.06 (2009-2013 moving average) to 0.97 by December 31, 2016.
C-3a	**Rural Fatalities/VMT (FARS/FHWA)**
	To reduce rural fatalities/VMT by 17.7 percent from 1.41 (2009-2013 moving average) to 1.16 by December 31, 2016.
C-3b	**Urban Fatalities/VMT (FARS/FHWA)**
	To reduce urban fatalities/VMT by 32.8 percent from 0.64 (2009-2013 moving average) to 0.43 by December 31, 2016.
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**
	To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 28.4 percent from 95 (2009-2013 moving average) to 68 by December 31, 2016.
C-5	**Alcohol-Impaired Driving Fatalities (FARS)**
	To reduce alcohol-impaired driving fatalities by 16.9 percent from 59 (2009-2013 moving average) to 49 by December 31, 2016.
C-6	**Speeding-Related Fatalities (FARS)**
	To reduce speeding-related fatalities by 25 percent from 36 (2009-2013 moving average) to 27 by December 31, 2016.
C-7	**Motorcyclist Fatalities (FARS)**
	To reduce motorcyclist fatalities by 27.8 percent from 18 (2009-2013 moving average) to 13 by December 31, 2016.
C-8	**Unhelmeted Motorcyclist Fatalities (FARS)**
	To reduce unhelmeted motorcyclist fatalities by 83.3 percent from 1.8 (2009-2013 moving average) to 0.3 by December 31, 2016.
C-9	**Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**
	To reduce drivers age 20 and younger involved in fatal crashes by 46.2 percent from 39 (2009-2013 moving average) to 21 by December 31, 2016.
C-10	**Pedestrian Fatalities (FARS)**
	To reduce pedestrian fatalities by 30 percent from 10 (2009-2013 moving average) to 7 by December 31, 2016.
C-11	**Bicyclist Fatalities (FARS)**
	To reduce bicyclist fatalities by 21.4 percent from 1.4 (2009-2013 moving average) to 1.1 by December 31, 2016.
B-1	**Seat Belt Use Rate (Observed Seat Belt Use Survey)**
	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.1 percentage points from the 2014 calendar base year average usage rate of 79.0 percent to 81.1 percent by December 31, 2016**.**

Program, Project and Activity Selection Process

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2016) funding period.

Performance Target Selections

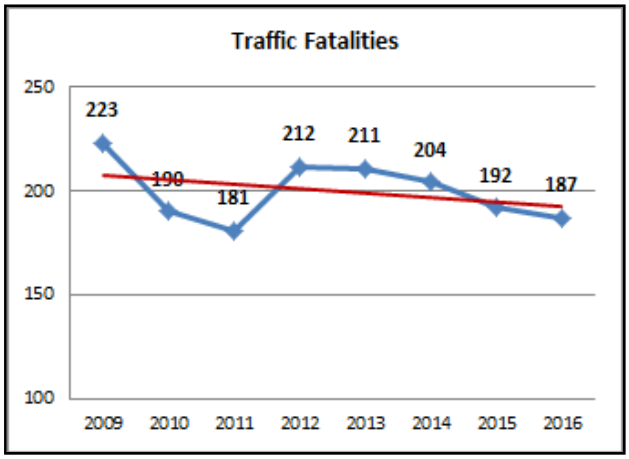
Performance targets, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National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

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

Performance Targets and Trends

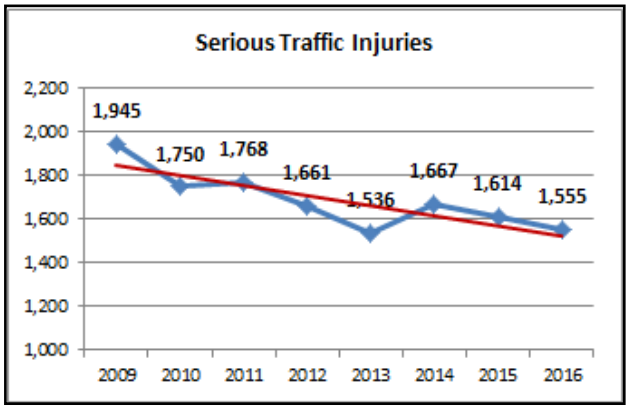
C-1: Traffic Fatalities (FARS)

To reduce traffic fatalities by 7.9 percent from 203 (2009-2013 moving average) to 187 by December 31, 2016.



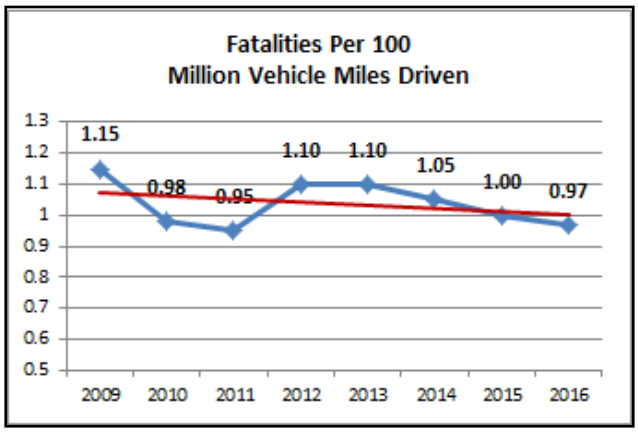
C-2: Serious Traffic Injuries (State Crash Data)

To reduce serious traffic injuries by 10.2 percent from 1,732 (2009-2013 moving average) to 1,555 by December 31, 2016.



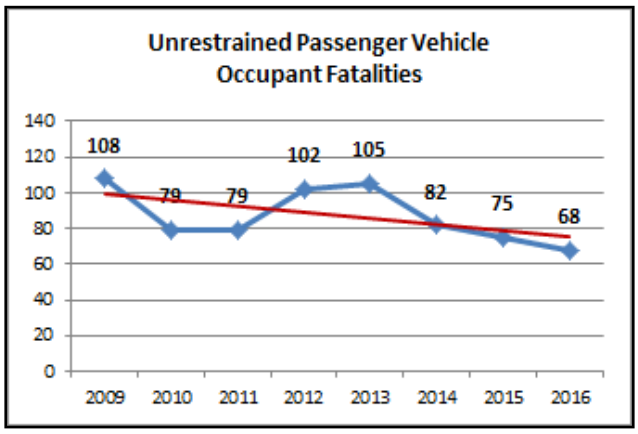
C-3: Fatality Rate per 100 Million VMT (FARS/FHWA)

To reduce fatalities per 100 million vehicle miles (VMT) by 8.5 percent from 1.06 (2009-2013 moving average) to 0.97 by December 31, 2016.



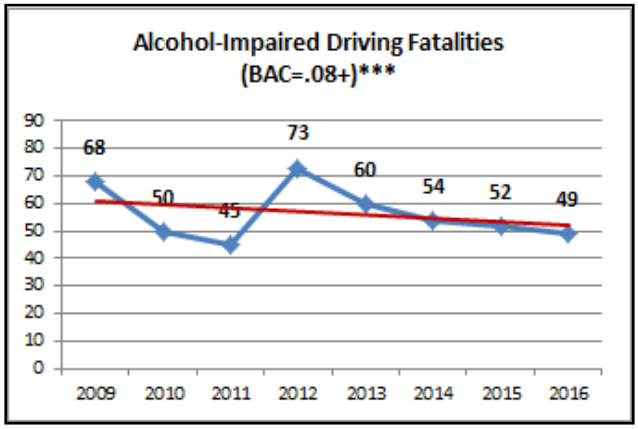
C-4: Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 28.4 percent from 95 (2009-2013 moving average) to 68 by December 31, 2016.



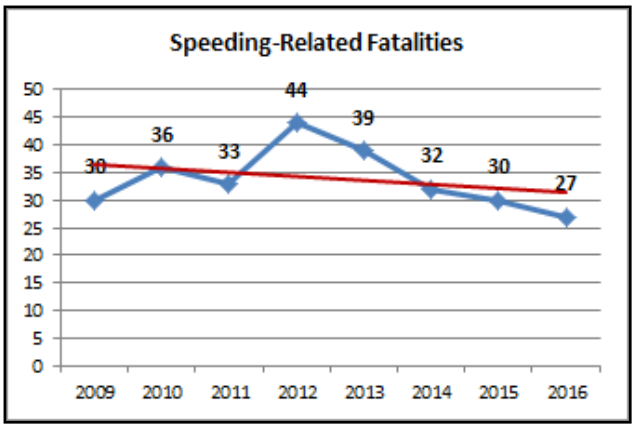
C-5: Alcohol-Impaired Driving Fatalities (FARS)

To reduce alcohol-impaired driving fatalities by 16.9 percent from 59 (2009-2013 moving average) to 49 by December 31, 2016.



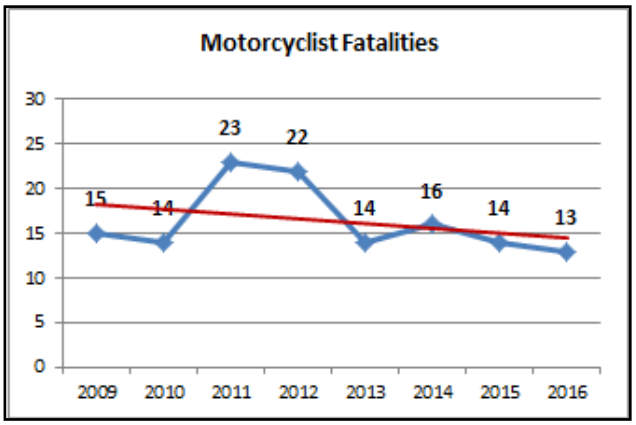
C-6: Speeding-Related Fatalities (FARS)

To reduce speeding-related fatalities by 25 percent from 36 (2009-2013 moving average) to 27 by December 31, 2016.



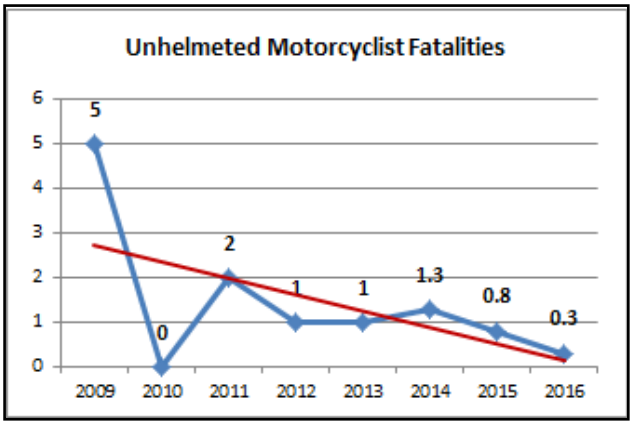
C-7: Motorcyclist Fatalities (FARS)

To reduce motorcyclist fatalities by 27.8 percent from 18 (2009-2013 moving average) to 13 by December 31, 2016.



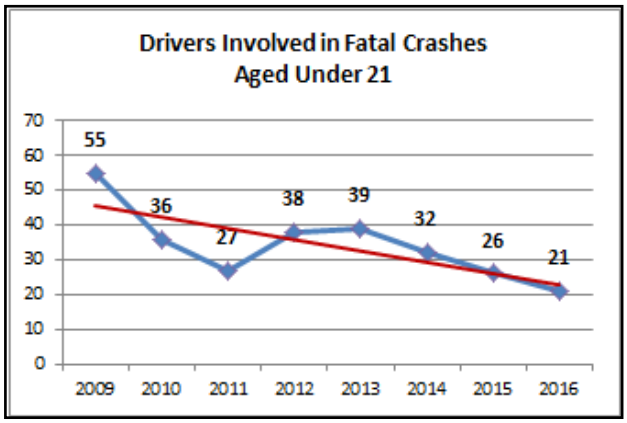
C-8: Unhelmeted Motorcyclist Fatalities (FARS)

To reduce unhelmeted motorcyclist fatalities by 83.3 percent from 1.8 (2009-2013 moving average) to 0.3 by December 31, 2016.



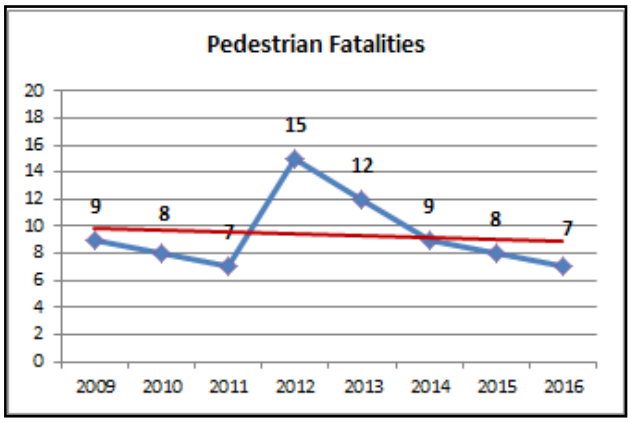
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

To reduce drivers age 20 and younger involved in fatal crashes by 46.2 percent from 39 (2009-2013 moving average) to 21 by December 31, 2016.



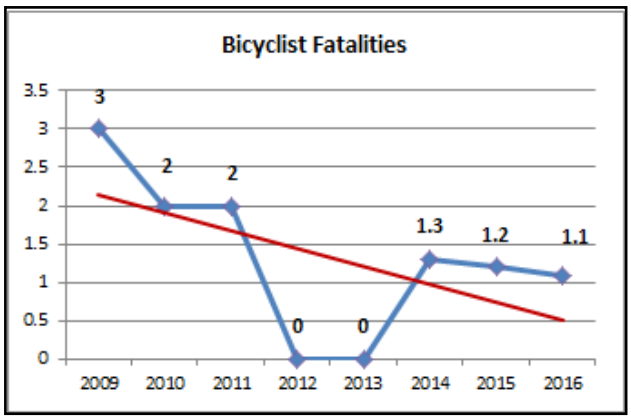
C-10: Pedestrian Fatalities (FARS)

To reduce pedestrian fatalities by 30 percent from 10 (2009-2013 moving average) to 7 by December 31, 2016.



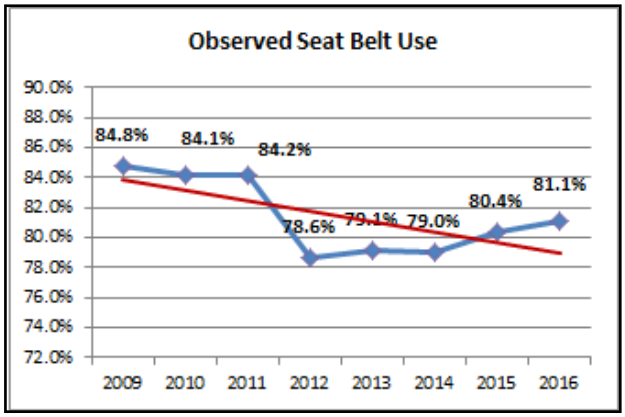
C-11: Bicyclist Fatalities (FARS)

To reduce bicyclist fatalities by 21.4 percent from 1.4 (2009-2013 moving average) to 1.1 by December 31, 2016.



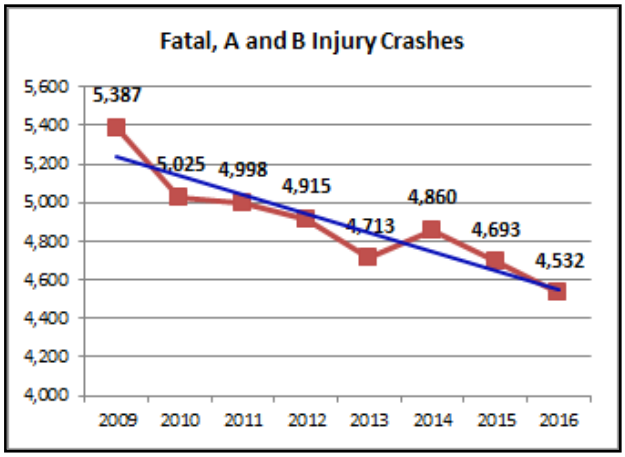
B-1: Observed Seat Belt Use Rate (State Survey)

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.1 percentage points from the 2014 calendar base year average usage rate of 79.0 percent to 81.1 percent by December 31, 2016.



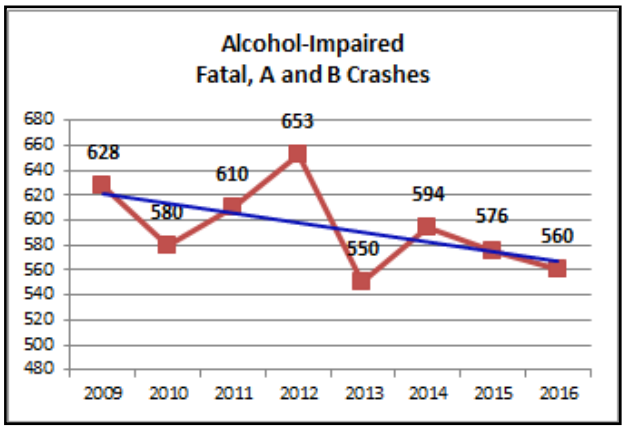
NOHS Target: Fatal, A and B Injury Crashes (State Crash Data)

Reduce fatal, A and B injury crashes by 9.5 percent from 5,008 (2009-2013 average) to 4,532 by 2016.



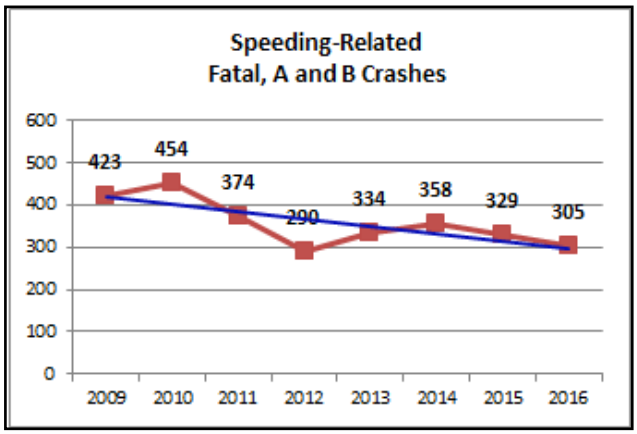
NOHS Target: Alcohol-Impaired Fatal, A and B Injury Crashes (State Crash Data)

Reduce alcohol-impaired fatal, A and B injury crashes by 7.3 percent from 604 (2009-2013 average) to 560 by 2016.



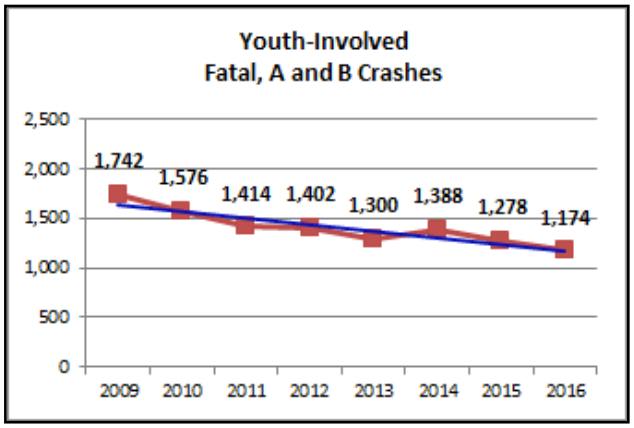
NOHS Target: Speed-Related Fatal, A and B Injury Crashes (State Crash Data)

Reduce speed-related fatal, A and B injury crashes by 18.7 percent from 375 (2009-2013 average) to 305 by 2016.



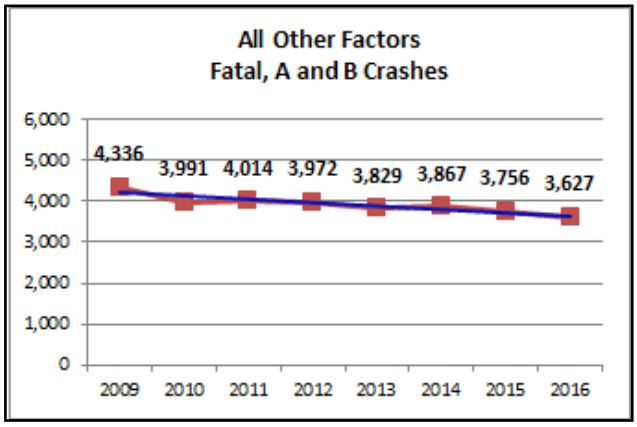
NOHS Target: Youth-Involved Fatal, A and B Injury Crashes - (Drivers Age 20 or younger) (State Crash Data)

Reduce youth-involved fatal, A and B injury crashes by 21.0 percent from 1,487 (2009-2013 average) to 1,174 by 2016.



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

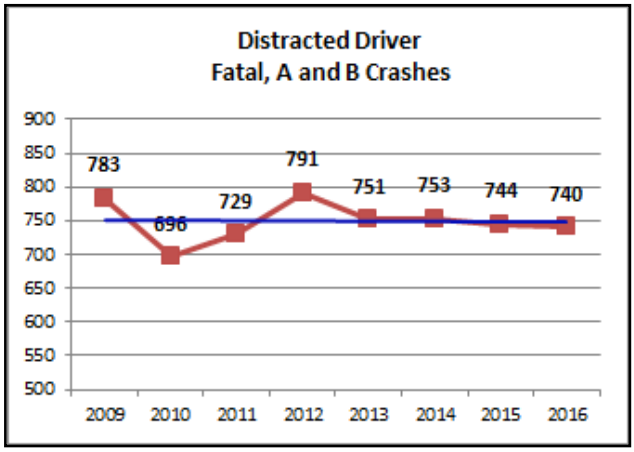
Reduce all other factors – fatal, A and B injury crashes by 10.0 percent from 4,028 (2009-2013 average) to 3,627 by 2016.



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

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

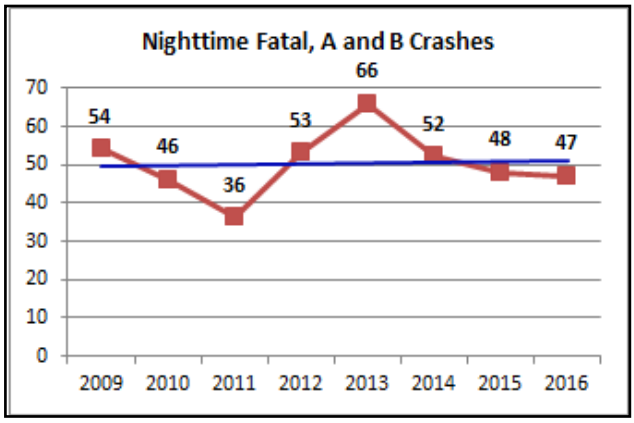
Reduce distracted driver – fatal, A and B crashes by 1.3 percent from 750 (2009-2013 average) to 740 by 2016.



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

*Includes Not Used and Unknown

Reduce nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes by 7.8 percent from 51 (2009-2013 average) to 47 by 2016.



Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA

	2009	2010	2011	2012	2013
POPULATION^	1,796,619	1,830,141	1,830,141	1,830,141	1,868,516
LICENSED DRIVERS	1,380,859	1,383,840	1,388,987	1,395,941	1,407,635
REGISTERED VEHICLES	2,204,967	2,224,101	2,261,678	2,278,670	2,315,126
VEHICLE MILES (MILLIONS)	19,153	19,517	19,478	19,315	19,363
FATALITY RATE (MILLIONS)	1.16	0.97	0.93	1.10	1.10
FATAL CRASHES	205	166	164	190	190
FATALITIES	223	190	181	212	211
A* INJURY CRASHES	1,517	1,403	1,447	1,357	1,241
B* INJURY CRASHES	3,665	3,456	3,387	3,368	3,282
C* INJURY CRASHES	7,030	6,703	6,351	6,296	6,544
A* INJURIES	1,945	1,750	1,768	1,661	1,536
B* INJURIES	4,887	4,618	4,481	4,388	4,287
C* INJURIES	10,943	10,344	9,859	9,823	10,260
ALCOHOL RELATED FATAL CRASHES	73	46	49	81	65
ALCOHOL RELATED FATALITIES	79	53	51	87	70
ALCOHOL RELATED A & B INJURY CRASHES**	555	534	561	572	550
ALCOHOL RELATED C INJURY CRASHES**	270	256	276	270	276
ALCOHOL RELATED A & B INJURIES**	771	749	745	778	740
ALCOHOL RELATED C INJURIES**	473	437	448	443	355
DRIVING UNDER INFLUENCE (DUI) ARRESTS#	13,399	12,399	12,034	10,605	9,263
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	11,520	10,724	10,549	9,500	8,703
SAFETY BELT CONVICTIONS##	10,118	9,869	9,813	9,267	8,845
CHILD RESTRAINT CONVICTIONS##	1,628	1,530	1,444	1,431	1,240
OBSERVED CHILD RESTRAINT USE	95.4%	91.5%	95.1%	95.9%	95.9%
REPORTED RESTRAINT USE### (FATAL, A* & B*)	70.2%	72.9%	73.6%	72.7%	74.2%
OBSERVED RESTRAINT USE	84.8%	84.1%	84.2%	78.6%	79.1%
SPEEDING CONVICTIONS##					
COUNTY/STATE	39,110	36,913	36,720	33,360	32,313
MUNICIPAL	31,839	29,789	31,347	27,692	22,531
INTERSTATE	11,531	8,839	8,025	8,884	8,378
SPEEDING	1,315	1,298	1,098	1,175	923
SPEED TOO FAST FOR CONDITIONS	548	699	700	391	509
TOTAL SPEED CONVICTIONS	84,343	77,538	77,890	71,502	64,654

* A - Disabling Injuries B - Visible, but not Disabling Injury C - Possible Injury

^ U.S. Census Bureau, Population Estimates Program

License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles

Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports

Source: Nebraska Department of Motor Vehicles, Driver Records Statistics

Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/27/10, 4/25/11, 4/17/12, 6/20/13, 5/2/14

Nebraska Office of Highway Safety, P.O. Box 94612, Lincoln, NE 68509

Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 4/22/2015

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

NEBRASKA - DRIVERS (Age 16 thru 20) TRAFFIC RECORDS DATA					
	2009	**2010**	**2011**	**2012**	**2013**
LICENSED DRIVERS (Age 16 - 20)	114,515	112,436	110,360	108,809	108,471
FATAL CRASHES	46	31	24	34	35
FATALITIES	54	33	29	37	42
A* & B* INJURY CRASHES	1,662	1,508	1,282	1,279	1,245
C* INJURY CRASHES	2,255	2,159	1,793	1,780	1,971
A* & B* INJURIES	2,940	2,577	2,162	2,209	2,166
C* INJURIES	3,063	2,976	2,439	2,438	2,746
ALCOHOL-RELATED FATAL CRASHES	16	12	5	14	5
ALCOHOL-RELATED FATALITIES	18	14	7	14	5
ALCOHOL-RELATED A* & B* INJURY CRASHES	111	137	97	126	65
ALCOHOL-RELATED C* INJURY CRASHES	48	59	40	54	44
ALCOHOL-RELATED A* & B* INJURIES	180	261	153	187	122
ALCOHOL-RELATED C* INJURIES	72	86	52	70	65
TOTAL ARRESTS UNDER AGE 18: #					
DRIVING UNDER INFLUENCE (DUI)	230	205	163	160	127
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,019	1,739	1,767	1,518	1,099
DUI CONVICTIONS ##	966	902	900	692	611
.02 CONVICTIONS ##	50	38	34	27	28
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	717	616	632	543	392
SAFETY BELT CONVICTIONS ##	2,201	1,933	1,902	1,722	1,549
CHILD RESTRAINT CONVICTIONS ##	150	144	130	44	99
REPORTED RESTRAINT USE ###	57.8%	60.2%	62.8%	67.1%	77.2%
SPEEDING CONVICTIONS ##					
COUNTY/STATE	6,463	5,691	5,330	4,774	4,461
MUNICIPAL	5,260	4,368	4,396	3,850	3,053
INTERSTATE	1,801	1,406	1,244	1,252	1,128
SPEED TOO FAST FOR CONDITIONS	131	159	177	80	101
TOTAL SPEED CONVICTIONS	**13,655**	**11,624**	**11,147**	**9,956**	**8,743**

* 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, 6/20/13, 5/2/14

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Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 9/12/14

Nebraska Priority Counties

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

For the purpose of this FY2016 problem identification process, the NOHS will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

NEBRASKA PRIORITY COUNTIES FOR FY2016

COUNTY CRASH RATE compared to STATE CRASH RATE
PER 100 MILLION MILES

Congressional District	County	2013 FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2013 Population*
Three	Adams	71	28.94	4.08	1.63	9.78	23.23	67.7%	31,610
Three	Buffalo	132	22.38	2.37	0.51	5.59	19.49	73.7%	47,893
One	Cass	60	14.88	3.72	0.74	2.98	10.42	59.1%	25,357
Three/One	Dakota	27	14.03	0.52	0.00	4.16	13.51	79.4%	20,947
Three	Dawson	55	12.90	1.17	1.17	3.28	10.55	62.7%	24,207
One	Dodge	102	28.85	2.83	2.55	7.64	23.48	76.0%	36,515
Two	Douglas	1,260	30.34	3.49	1.23	7.34	25.62	75.6%	537,256
Three	Gage	67	29.80	5.78	1.33	6.23	22.68	64.9%	21,864
Three	Hall	159	25.82	2.92	1.79	8.61	21.11	75.8%	60,720
Three	Hamilton	36	12.50	1.39	3.47	2.43	7.64	76.8%	9,112
Three	Keith	38	13.10	2.07	2.07	5.86	8.96	65.4%	8,130
One	Lancaster	970	40.92	3.59	1.69	12.87	35.64	85.6%	297,036
Three	Lincoln	136	23.85	3.68	4.73	6.14	15.43	70.9%	36,051
One	Madison	93	32.13	4.15	2.07	8.98	25.91	65.1%	35,278
One	Otoe	37	15.81	0.85	1.28	4.70	13.68	53.4%	15,752
One	Platte	73	24.47	4.36	1.34	7.04	18.77	70.5%	32,505
One/Two	Sarpy	312	25.75	1.90	1.32	8.33	22.53	83.4%	169,331
One	Saunders	38	17.26	1.36	2.27	4.09	13.62	68.9%	20,929
Three	Scotts Bluff	114	36.43	6.39	3.20	11.83	26.85	65.5%	36,848
One	Seward	69	18.71	1.63	2.44	4.88	14.64	74.2%	17,089
One	Washington	30	14.91	2.98	1.49	3.98	10.44	69.8%	5,251
Three	York	42	12.08	1.44	0.86	2.30	9.78	60.3%	13,883
	22 County Population								1,503,564
	Statewide	4,713	24.34	2.84	1.72	6.71	20.52	74.2%	1,868,516

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken off **2013** Standard Summaries, Fatal, A / B Injuries, Statewide and County — **80.5%**

*U.S. Census Bureau — Revised 2/12/2015 — **of Population**

Nebraska 2013 data is the most current data for the FY2016 Plan

Nebraska Fatal, A and B Injury Crashes (FY2013)

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2013)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	28	321	911	1,260
1	LANCASTER	13	206	751	970
1 - 2	SARPY	8	97	207	312
3	HALL	6	29	124	159
3	LINCOLN	4	42	90	136
3	BUFFALO	6	31	95	132
3	SCOTTS BLUFF	6	40	68	114
1	DODGE	5	22	75	102
1	MADISON	4	29	60	93
1	PLATTE	2	16	55	73
3	ADAMS	1	16	54	71
1	SEWARD	3	21	45	69
3	GAGE	5	14	48	67
1	CASS	7	16	37	60
3	DAWSON	5	12	38	55
3	YORK	3	16	23	42
3	KEITH	2	12	24	38
1	SAUNDERS	1	10	27	38
1	OTOE	2	17	18	37
3	HAMILTON	4	9	23	36
1	WASHINGTON	1	5	24	30
3	DAKOTA	3	12	12	27
	TOTAL	**119**	**993**	**2,809**	**3,921**
STATE TOTAL		**190**	**1,241**	**3,282**	**4,713**

DIST.	COUNTY	FATAL	A *	B *	TOTAL
3	CHEYENNE	1	9	16	26
3	CEDAR	2	3	19	24
1	CUMING	2	7	15	24
3	PIERCE	4	3	17	24
1	POLK	2	10	12	24
3	MERRICK	1	6	16	23
3	BOX BUTTE	1	3	18	22
3	CUSTER	3	4	15	22
3	DAWES	1	4	16	21
3	FILLMORE	2	7	12	21
3	HOWARD	2	10	9	21
3	JEFFERSON	1	8	12	21
3	SALINE	3	3	14	20
3	BOONE	4	5	9	18
3	KNOX	1	5	12	18
3	PHELPS	0	5	13	18
1	BUTLER	0	10	7	17
3	CHERRY	2	4	11	17
3	HOLT	3	9	5	17
1	THURSTON	3	8	6	17
3	WAYNE	2	2	13	17
3	CLAY	0	5	11	16
3	KEARNEY	0	4	12	16
3	KIMBALL	0	6	10	16
1	STANTON	2	4	10	16
3	RED WILLOW	0	4	11	15
3	FURNAS	0	3	11	14
3	SHERIDAN	1	7	6	14
3	THAYER	0	7	7	14
1	COLFAX	2	2	9	13
3	NEMAHA	1	7	5	13
3	RICHARDSON	0	3	9	12
3	WEBSTER	0	5	7	12
3	ANTELOPE	2	3	6	11
3	JOHNSON	1	1	8	10
3	MORRILL	1	3	6	10
3	PERKINS	0	6	4	10
3	FRANKLIN	1	4	4	9
3	HARLAN	1	2	6	9
3	NANCE	3	2	3	8
3	VALLEY	0	4	4	8
1	BURT	0	4	3	7
3	DEUEL	2	2	3	7
3	NUCKOLLS	2	2	3	7
3	SHERMAN	0	4	3	7
3	CHASE	0	2	4	6
3	DIXON	1	2	3	6
3	GREELEY	0	2	4	6
3	PAWNEE	2	2	2	6
3	ROCK	2	3	1	6
3	BROWN	1	1	3	5
3	HOOKER	1	0	4	5
3	BOYD	1	2	1	4
3	DUNDY	0	3	1	4
3	FRONTIER	0	1	3	4
3	HAYES	0	1	3	4
3	WHEELER	0	1	3	4
3	ARTHUR	1	0	2	3
3	GARDEN	1	0	2	3
3	HITCHCOCK	1	1	1	3
3	LOUP	0	0	3	3
3	BANNER	0	2	0	2
3	GARFIELD	0	1	1	2
3	GOSPER	0	1	1	2
3	SIOUX	0	2	0	2
3	THOMAS	0	0	2	2
3	BLAINE	0	0	1	1
3	GRANT	0	1	0	1
3	KEYA PAHA	0	1	0	1
3	LOGAN	1	0	0	1
3	MCPHERSON	0	0	0	0
	TOTAL	**71**	**248**	**473**	**792**

CY - Calendar Year

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

As of 2/11/2015

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

The evidence-based (E-BE) traffic safety enforcement program is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas are extracted from the "**Nebraska Fatal, A and B Injury Crashes (CY2013)**" outlined on page 22. From that crash data, and the "**Nebraska State Traffic Records Data**" outlined on page 19, the "**Nebraska Priority Counties**" outlined on page 21 are identified to implement our proven enforcement activities throughout the year. Nebraska's E-BE is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the "Click It or Ticket" mobilizations and the "You Drink and Drive. You Lose." crackdowns. Each enforcement effort is analyzed at its conclusion and adjustments are made to the E-BE as identified from the project analysis.

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

- The approach utilized by the NOHS is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage drinking enforcement and general traffic enforcement. Funding assistance is awarded to law enforcement agencies in the priority counties. Additional projects are developed to fund the statewide mobilizations and crackdowns. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts.

- The problem identification utilized by the NOHS is outlined above in the narrative portion of the E-BE. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska's fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdown of time of day, day of week is utilized to direct the overtime enforcement efforts.

- The enforcement program is implemented by awarding selective overtime enforcement mini-grants to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. The components of the awards mirror the national enforcements with pre and post media events and required activity reporting. The enforcement program also includes statewide enforcement efforts for the mobilizations and crackdowns which include extensive national and state media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training.

- The NOHS monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The NOHS staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

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

Nebraska Annual Traffic Safety Study 2015

THE NEBRASKA POLL - April 2015

HIGHLIGHT SUMMARY

Methodology

- Research Associates completed 902 telephone interviews from random samples of Nebraska land and cell phones during April, 2015.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

Impaired Driving

- Core Q: 23% of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Q: About a third (34%) indicated the chances of getting arrested if they drive after drinking are somewhat likely.
- Core Q: Just less than half of the respondents (48%) indicated awareness of drunk driving enforcement by police in the last 30 days.
- Just over half (53%) indicated awareness of drunk driving messages in the past 60 days.

Seat Belts

- Core Q: A majority (76%) of respondents indicated they always wear safety belts when they drive or ride.
- Core Q: A majority (60%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (32% somewhat unlikely plus 28% very unlikely).
- Core Q: 27% indicated they had heard something about seat belt law enforcement in the last 60 days.
- About half (52%) indicated awareness of Click It or Ticket messages in the past 60days. A plurality of those (45%) had seen the messages on TV.

Speed

- Core Q: A plurality (48%) indicated they rarely drive faster than 35 mph on a road posted at 30 mph.
- Core Q: Less than half (42%) indicated they never drive faster than 70 mph on a road posted at 65 mph.
- Core Q: 37% indicated awareness of speed enforcement in the past 30 days.
- Core Q: A plurality (36%) indicated the chances of getting a ticket for speeding are somewhat likely.

Distracted Driving

- About two-thirds (65%) support a law banning drivers from talking on a cell phone while driving.
- Just less than two-thirds (61%) support a law allowing a ticket them <u>solely</u> for cell phone use while driving.
- Nine out of ten respondents (90%) support a law allowing drivers to be stopped and ticketed <u>solely</u> for texting while driving.

Other Highway Safety Issues

- Most respondents (74%) indicated that Nebraska's law requiring **motorcycle helmets** should be <u>continued</u>.
- A majority (64%) indicated that **drivers over the age of 70** should be required to drive as part of their test every time they renew their license.

Demographics

- Most respondents (98%) indicated they have a driver's license.
- Ages (controlled): 16-20, 3%; 21-34, 8%; 35-49, 33%; 50-64, 40%; 65 up, 16%.
- Annual household incomes: under $40,000, 19%; $20,000-40,000, 36%; over $40,000, 45%.

- Phone types: 78% from traditional landlines; 22% from cell phones.
- Congressional District (controlled): District One, 33%; District Two, 33%; District Three, 34%.
- Gender: 48% male and 52% female (controlled).

NARRATIVE SUMMARY - (N=902)

Impaired Driving

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and safety-related responses included: distracted driving (14%); drunk/impaired driving (4%); and traffic and road conditions (16%).
- Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.40) and drunk driving (mean score of 4.32) were named as bigger problems than the fuel tax situation (3.48) by a significant margin.
- Respondents were then asked an open-ended question about the best way to solve the drunk driving problem. Although responses were fairly scattered, more severe penalties led the list with a 29% plurality, followed by stricter law enforcement (19%) and education (17%).
- A majority of respondents (55%) indicated Nebraska penalties for drunk driving are not tough enough, while 40% indicated they are about right and 5% indicated they are too tough.
- Respondents were next asked whether they favor or oppose each of six specific penalties for drunk driving. All six were favored by a majority of respondents. Leading the list of those favoring was jail terms for previous offenses (81%), followed by mandatory treatment for offenders (75%); then mandatory interlock ignition for all first-time offenders (72%); mandatory sentencing for offenders (67%); eliminating plea bargaining for drunk driving offenses (61%); and losing license for first offense (52%).
- Eleven percent (11%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- CORE QUESTION: About one-fourth of the respondents (23%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- CORE QUESTION: About a third the respondents (34%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while another 30% indicated chances of that are somewhat unlikely.
- CORE QUESTION: Less than half of the respondents (48%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.
- Over half of the respondents (53%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

Seat Belts

- CORE QUESTION: About three-fourths of respondents (76%) indicated they always wear safety belts when they drive or ride.
- CORE QUESTION: A majority (60%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely (32% somewhat unlikely plus 28% very unlikely).
- CORE QUESTION: About a fourth of respondents (27%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.
- About half the respondents (52%) indicated they had read, seen or heard Click It or Ticket seat belt messages in the past 60 days. In an open ended question, a plurality of respondents (45%) indicated they had seen the Click It or Ticket ads on TV, while 21% indicated billboards and 17% indicated they had heard the radio ads.
- For the sixth straight year, a majority of respondents (54%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

- Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (35%) indicated $25-50, 28% indicated $51-100, 19% indicated more than $200, 13% indicated $101-150 and 5% indicated $151-200.
- Nearly a fourth of the respondents (24%) indicated they have children weighing between 40 and 80 pounds, and of those 71% indicated they use a booster seat for their child in the car.

Speed

- CORE QUESTION: A plurality of respondents (48%) indicated they rarely drive faster than 35 mph on a road posted at 30 mph, while 21% indicated never, 17% indicated half the time and 14% indicated most of the time.
- CORE QUESTION: A plurality of respondents (42%) indicated they never drive faster than 70 mph on a road posted at 65 mph, while another 42% indicated they rarely drive faster than 70 on those roads, 10% indicated half the time and 6% indicated most of the time.
- CORE QUESTION: Just over a third of respondents (37%) indicated they had heard something about speed enforcement by police in the past 30 days.
- CORE QUESTION: A plurality of respondents (36%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely 36%; 25% indicating likely, 19% somewhat unlikely, 16% very likely and 5% very unlikely.

Distracted Driving Laws

- About two-thirds of the respondents (65%) indicated they would support a law banning drivers from talking on a cell phone while driving. About one-third (32%) opposed that idea and 3% had no opinion.
- A majority of the respondents (61%) also supported a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving, while 37% opposed that and 2% had no opinion.
- Nine out of ten (90%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 9% opposed that and 1% had no opinion.

Miscellaneous

- Most respondents (74%) again indicated that Nebraska's law requiring motorcycle helmets should be continued, while 22% said it should be repealed and 4% had no opinion.
- A majority of respondents (64%) indicated that drivers over the age of 70 should be required to drive as part of their test every time they renew their license, while 34% opposed such a requirement and 3% had no opinion.

Demographics

- Most respondents (98%) indicated they have a driver's license.
- Respondents indicated distribution in the following age categories (controlled variable): 16-20, 3%; 21-34, 8%; 35-49, 33%; 50-64, 40%; 65 up, 16%.
- Respondents indicated distribution in the following annual household income categories: under $40,000, 19%; $40,000-80,000, 36%; over $80,000, 45%.
- Cell phone numbers were included in the sample; 78% of the respondents were interviewed on their traditional landlines and 22% on their cell phones.
- Respondents were distributed among Nebraska's three congressional districts as follows (controlled variable): District One, 33%; District Two, 33%; District Three, 34%.
- By control, respondents were 48% male and 52% female.

Highway Safety Communication Plan

Paid Media

In FY2016, the Nebraska Office of Highway Safety (NOHS) will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The NOHS identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The NOHS plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) high school, collegiate and professional sports marketing: 7) social media/digital electronic ; and 8) print.
- The NOHS will use these paid media methods for: 1) Occupant Restraints (***Click It or Ticket*****);** 2) Impaired Driving (**Drive Sober or Get Pulled Over & You Drink & Drive, You Lose)**; 3) Underage Drinking (**Tip Line 1-866-MUST-BE-21**); 4) Distracted Driving **(Just Put It Down)**; 5) Motorcycle Safety **(Live To Ride)**; and 6) Railroad Grade Crossing Safety (**Operation Lifesaver).**
- The NOHS also enhances the volume of paid media marketing/advertising during the national ***Click It or Ticket*** Mobilization and **Impaired Driving** Crackdown the additional designated ***Click It or Ticket*** Mobilization. Special **Underage Drinking** campaigns are also conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday though the end of January.

Public Information and Education (PI&E) Materials

In FY2016, the NOHS will continue to support the traffic safety program with available printed PI&E materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the NOHS website.

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

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

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

Earned Media

In FY2016, the NOHS will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health & Human Services, the Department of Motor Vehicles, the Department of Roads, and local agencies/organizations to assist with kick off news conferences for the national and state traffic safety mobilizations.

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

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

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

Social Media

For the past five years, the NOHS has continued to expand the marketing/advertising of traffic safety related information via the social networking sites. The NOHS has used social marketing through the media buy contractor for the ***Click It or Ticket*** campaign efforts with apparent success. The Department of Roads included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, and others is a goal for FY2016.

Section 402/405 (405b/405c/405d/205f) – State and Community Highway Safety Program Project Grants

The Nebraska Office of Highway Safety (NOHS) has allocated its potential available Section 402 State and Community Highway Safety funds for federal fiscal year 2016 (October 1, 2015 - September 30, 2016) to 29 program project grants. This listing provides a brief description of the program project grants. While there are 29 program project grants, an expected total of more than 100 individual agreements will result from mini-grant agreement awards. A total of $2,498,025.00 has been estimated for fiscal year 2016. The Section 405 (405b, 405c, 405d, and 405f) will result another 24 project grant in a total of more than 200 mini-grants resulting in an estimated total of $3,331,419.00.

Section 402 - Planning and Administration

Project Grant Number: **402-16-01**

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

Description:

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

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

Budget: $160,000.00 Section 402

Section 402 - Planning and Administration Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-01	Planning and Administration	$160,000.00	402
Total 402 Funds		**$160,000.00**	

Section 402: Alcohol Program Area

Targets:

- To reduce alcohol-impaired driving fatalities by 16.9 percent from 59 (2009-2013 moving average) to 49 by December 31, 2016.
- Reduce alcohol-impaired fatal, A and B crashes by 7.3 percent from 604 (2009-2013 average) to 560 by December 31, 2016.

Project Grant Number: **402-16-06**

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

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

Budget: $218,023.00 Section 402

Project Grant Number: **402-16-09**

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

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

Budget: $95,000.00 Section 402

Project Grant Number: **402-16-10**

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

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

Budget: $213,334.00 Section 402

Project Grant Number: **402-16-11**

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

Description:

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

Budget: $40,000.00 Section 402

Project Grant Number: **402-16-12**

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

Description:

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

Budget: $75,000.00 Section 402

Project Grant Number: **402-16-17**

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

Description:

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 14 priority counties identified by NOHS. This project will implement a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will observe court and collect data from additional counties to ascertain whether or not consistent sentencing is utilized across the state. Information gathered through the court-monitoring program will be used to advocate for change and raise public awareness about impaired driving issues and cost to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutor, county commissioners, city council members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education and outreach.

Budget: $148,752.00 Section 402

Project Grant Number: **402-16-18**

Project Grant Title: **Douglas County Special Traffic Unit /Douglas County Sheriff's Office**

Description:

This grant will provide equipment for the Douglas County Sheriff's Traffic Unit for three vehicles equipped with radio, emergency lights and installation. The Traffic Unit will conduct selective enforcement activities in high crash locations in the county to reduce the number of traffic fatalities and injury crashes. The Unit will consist of three deputies who have been fully trained in Accident Reconstruction and will also investigate crashes occurring in their jurisdiction.

Budget: $111,666.00 Section 402

Project Grant Number: **402-16-25**

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

Description:

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

Budget: $35,000.00 Section 402

Project Grant Number: **402-16-39**

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

Description:

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

Budget: $127,500.00 Section 402

Project Grant Number: **402-16-40**

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

Description:

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

Budget: $139,240.00 Section 402

Project Grant Number: **402-16-41**

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

Description:
This grant provides support using the mini-grant agreement process for Nebraska judges and prosecutors program-related training opportunities. One grant will be awarded to the Nebraska Supreme Court's Judicial Branch Education Division to bring in faculty from the National Judicial College to provide a "Handling DUI Cases" course that will be made available to all of Nebraska's County Judges.

Budget: $38,000.00 Section 402

Section 405d - Impaired Driving Countermeasures

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing equipment and training that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funding will also be utilized to assist with the purchase of in-car camera systems and preliminary breath testing units for Nebraska law enforcement agencies, and to train Drug Recognition Experts. Funds are provided to community-based programs that impact impaired driving. While there are 9 program tasks, an expected total of more than 150 individual projects will result from the mini-grant contract awards.

Targets:

- To reduce alcohol-impaired driving fatalities by 16.9 percent from 59 (2009-2013 moving average) to 49 by December 31, 2016.
- Reduce alcohol-impaired fatal, A and B crashes by 7.3 percent from 604 (2009-2013 average) to 560 by December 31, 2016.

Project Grant Number: **405d-16-02**

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

Description:

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

Budget: $150,000.00 Section 405d-16

Project Grant Number: **405d-16-03**

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

Description:

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

Budget: $100,000.00 Section 405d-16

Project Grant Number: **405d-16-04**

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

Description:

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

Budget $65,000.00 Section 405d-16

Project Grant Number: **405d-16-05**

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

Description:

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

Budget: $200,000.00 Section 405d-16

Project Grant Number: **405d-16-06**

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

Description:

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

Budget: $561,660.00 Section 405d-16

Project Grant Number: **405d-16-07**

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

Description:

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

Budget: $0.00 Section 405d-16

Project Grant Number: **405d-16-08**

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

Description:

Funding assistance is provided to the Douglas County Attorney's Office to enhance community safety by creating a 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 agencies to prepare sufficient evidence for felony charges and thereby obtain more felony convictions.

Budget: $186,318.00 Section 405d-16

Project Grant Number: **405d-16-09**

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

Description:

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

Budget: $350,000.00 Section 405d-16

Project Grant Number: **405d-16-10**

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

Description:

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

Budget: $192,500.00 Section 405d-16

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

Project Number	Project Grant Title	Budget	Budget Source
402-16-06	Nebraska Collegiate Consortium To Reduce High-Risk Drinking	$218,023.00	402
402-16-09	Alcohol Program Coordination	$95,000.00	402
402-16-10	Alcohol Public Information and Education	$213,334.00	402
402-16-11	Alcohol Equipment Support	$40,000.00	402
402-16-12	Alcohol Selective Overtime Enforcement	$75,000.00	402
402-16-17	MADD Court Monitoring Program Evaluation and Education Project	$148,752.00	402
402-16-18	Douglas County Special Traffic Unit	$111,666.00	402
402-16-25	Traffic Training	$35,000.00	402
402-16-39	Prosecutorial Response to DUI Crimes	$127,500.00	402
402-16-40	Project Night Life Expansion	$139,240.00	402
402-16-41	Judicial Prosecution Training	$38,000.00	402
Total 402 Funds		**$1,241,515.00**	
405d-16-02	In-Car Cameras	$150,000.00	405d-16
405d-16-03	Breath Testing Equipment	$100,000.00	405d-16
405d-16-04	Drug Recognition Expert/ARIDE Training & Recertification	$65,000.00	405d-16
405d-16-05	Alcohol Selective Overtime	$200,000.00	405d-16
405d-16-06	Alcohol Public Information and Education	$561,660.00	405d-16
405d-16-07	Special Enforcement Mini-Grants	$0.00	405d-16
405d-16-08	Felony Motor Vehicle Prosecution Unit	$186,318.00	405d-16
405d-16-09	Support of Evidence Based Environmental Strategies	$350,000.00	405d-16
405d-16-10	24/7 Sobriety Program	$192,500.00	405d-16
Total 405d Funds		**$1,805,478.00**	
Total 402 Funds		**$1,241,515.00**	**402**
Total 405d-16		**$1,805,478.00**	**405d-16**
Total All Funds		**$3,046,993.00**	

Section 402 - Occupant Protection Program Area

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

Targets:

- To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 28.4 percent from 95 (2009-2013 moving average) to 68 by December 31, 2016.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.1 percentage points from the 2014 calendar base year average usage rate of 79.0 percent to 81.1 percent by December 31, 2016.
- Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 7.8 percent from 51 (2009-2013 average) to 47 by December 31, 2016.

Project Grant Number: **402-16-03**

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

Description:

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

Budget: $80,000.00 Section 402

Project Grant Number: **402-16-04**

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

Description:

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

Budget: $275,000.00 Section 402

Project Grant Number: **402-16-05**

Project Grant Title: **PHS Rural Road Safety Campaign/**
Public Health Solutions District Health Department

Description:

The Public Health Solutions (PHS) campaign will provide education and awareness that will generate positive behaviors when driving on the rural roads in five target counties. The campaign will focus on county prevention coalitions, local law enforcement, civic groups, public schools, county commissioners and highway safety advocates.

Budget: $35,300.00 Section 402

Project Grant Number: **402-16-38**

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

Description:

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

Budget: $80,000.00 Section 402

Section 405b - Occupant Protection Low Use Funding

The goal of the 405b 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. While there are 5 program tasks, an expected total of more than 25 individual projects will result from the mini-grant contract awards.

Targets:

- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2.1 percentage points from the 2014 calendar base year average usage rate of 79.0 percent to 81.1 percent by December 31, 2016.
- To increase the observed child restraint usage from the 2014 observed rate of 95.9 to 100% by December 31, 2016.

Project Grant Number: **405b-16-09**

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

Description:

Grant funding provided 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/caregivers.

Budget: $60,000.00 Section 405b-16

Project Grant Number: **405b-16-10**

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

Description:

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

Budget: $150,000.00 Section 405b-16

Project Grant Number: **405b-16-12**

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

Description:

Funding is provided via mini-grants for resources to Child Passenger Safety (CPS) inspection stations. The funds provide child safety seats for rural and low-income parents/care givers.

Budget: $28,700.00 Section 405b-16

Project Grant Number: **405b-16-13**

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

Description:

The goal of this project is to contract with an experienced survey firm to conduct a scientific and statistically valid statewide observed safety belt and child restraint surveys on Nebraska driver's to establish a baseline for measurement in changes in attitudes. This will provide funding for annual observations surveys.

Budget: $134,000.00 Section 405b-16

Project Grant Number: **405b-16-14**

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

Description:

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

Budget: $200,000.00 Section 405b-16

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-03	Occupant Protection Program Coordination	$80,000.00	402
402-16-04	Occupant Protection Public Information and Education	$275,000.00	402
402-16-05	PHS Rural Road Safety Campaign	$35,300.00	402
402-16-38	Click It Don't Risk It Coalition	$80,000.00	402
Total 402 Funds		**$470,300.00**	
405b-16-09	Child Passenger Safety/Training	$60,000.00	405b-16
405b-16-10	Occupant Protection/Public Education	$150,000.00	405b-16
405b-16-12	Child Passenger Safety/Child Safety Seat Purchase/Distribution	$28,700.00	405b-16
405b-16-13	Occupant Protection/Information System	$134,000.00	405b-16
405b-16-14	Occupant Protection High Visibility Enforcement	$200,000.00	405b-16
Total 405/405b Total		**$572,700.00**	
Total 402 Funds		**$470,300.00**	402
Total 405b-16 Funds		**$572,700.00**	405b-16
Total All Funds		**$1,043,000.00**	

Section 402 - Police Traffic Services Program Area

Targets:

- Reduce fatal, A and B crashes by 9.5 percent from 5,008 (2009-2013 average) to 4,532 by December 31, 2016.
- Reduce all other factors - fatal, A and B crashes by 10.0 percent from 4,028 (2009-2013 average) to 3,627 by December 31, 2016.

Project Grant Number: **402-16-27**

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

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

Budget: $50,000.00 Section 402

Section 402 - Police Traffic Services Program Area
Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-27	Traffic Selective Overtime Enforcement	$50,000.00	402
Total 402 Funds		**$50,000.00**	

Section 402 - Traffic Records Program Area

Target:

- Reduce all other factors - fatal, A and B crashes by 10.0 percent from 4,028 (2009-2013 average) to 3,627 by December 31, 2016.

Project Grant Number: **402-16-30**

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

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

Budget: $10,000.00 Section 402

Project Grant Number: **402-16-31**

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

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

Budget: $5,000.00 Section 402

Section 405c - State Traffic Safety Information Improvements

Federal 405c funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel and procedures that capture's, store, transmit, analyze and interpret highway safety data. Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment was completed in July 2011. The assessment is used as a guide for 405c project priorities both short and long term.

Project Grant Number: **405c-16-01**

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

Description:

Provides grant funding to the Nebraska Crime Commission to work with other state agencies (i.e. NDOR and DMV)) that deal directly with traffic records. This project is to design an efficient collection and

transmission of traffic record data. The goal is to improve the collection, access and to integrate data (Administrative License Revocation forms, crash report data, citations. etc.) electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data. Data system improvements planned by the Crime Commission are to expand the use of the e-Citations to other new law enforcement agencies, to persuade the Omaha Police Department to submit e-Citations, to implement changes in the Prosecutor Case management System, and for County Attorneys to download and print citation images from NCJIS which will eliminate the need for law enforcement to manually deliver the citations.

Budget:	$364,000.00	Section 405c-16

Project Grant Number: **405c-16-03**

Project Grant Title: **Driver E-Crash Reporting System/Nebraska Department of Roads**

Description:

This provides grant funding to the NDOR to upgrade the Investigator E-Crash Reporting System that interfaces with the Electronic Accident Form (EAF 2.0) with the EAF 2.5 software. This project will help reduce the amount of time it takes an investigator's report, while at the same time increasing the overall accuracy of the entered data. Once entered electronically, crash data will be interfaced with the Highway Safety Information database without human intervention, increasing speed and accuracy and the delivery of crash information to users of the information.

Budget:	$25,000.00	Section 405c-16

Project Grant Number: **405c-16-04**

Project Grant Title: **Investigator E-Crash Reporting System/Nebraska Department of Roads**

Description:

This provides grant funding to the NDOR to upgrade the Investigator E-Crash Reporting System that interfaces with the Electronic Accident Form (EAF 2.0) with the EAF 2.5 software. This project will help reduce the amount of time it takes an investigator's report, while at the same time increasing the overall accuracy of the entered data. Once entered electronically, crash data will be interfaced with the Highway Safety Information database without human intervention, increasing speed and accuracy and the delivery of crash information to users of the information.

Budget:	$234,085.00	Section 405c-16

Project Grant Number: **405c-16-05**

Project Grant Title: **Police Crash Report Rewrite/Nebraska Department of Roads**

Description:

The target of this project is to increase the MMUCC compliance of NDOR's current Police Crash (Accident) Reports. This project will better align with the MMUCC 4th edition, allowing for the ease of acceptance of Nebraska's crash data within the national crash data set. All electronic systems will be transmitting the same data, via the same transmittal process, thus eliminating the current two separate transmittal approach.

Budget:	$38,640.00	Section 405c-16

Project Grant Number: **405c-16-11**

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

Description:

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

Budget: $36,638.00 Section 405c-16

Project Grant Number: **405c-16-14**

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

Description:

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

Budget: $150,000.00 Section 405c-16

Project Grant Number: **405c-16-15**

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

Description:

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

Budget: $36,638.00 Section 405c-16

Project Grant Number: **405c-16-16**

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

Description:

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

Budget: $25,000.00 Section 405c-16

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-30	Traffic Records	$10,000.00	402
402-16-31	Computer Systems	$5,000.00	402
Total 402 Funds		**$15,000.00**	
405c-16-01	E-Citation Automation	$364,000.00	405c-16
405c-16-03	Driver E-Crash Reporting System	$25,000.00	405c-16
405c-16-04	Investigator E-Crash Reporting System	$234,085.00	405c-16
405c-16-05	Police Crash Report Rewrite	$38,640.00	405c-16
405c-16-11	EMS Data Quality Assessment & Improvement	$36,638.00	405c-16
405c-16-14	Crash Outcome Data Evaluation System (CODES)	$150,000.00	405c-16
405c-16-15	E-CODE Data Quality Assessment and Improvement	$36,638.00	405c-16
405c-16-16	Traffic Records Program Coordination	$25,000.00	405c-16
Total 405c Funds		**$910,001.00**	
Total 402 Funds		**$15,000.00**	402
Total 405c-16 Funds		**$910,001.00**	405c-16
Total All Funds		**$925,001.00**	

Section 402 - Distracted Driving Program Area

Targets:

- To reduce drivers age 20 and younger involved in fatal crashes by 46.2 percent from 39 (2009-2013 moving average) to 21 by December 31, 2016.
- Reduce distracted driver - fatal, A and B crashes by 1.3 percent from 750 (2009-2013 average) to 740 by December 31, 2016.

Project Grant Number: **402-16-13**

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

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

Budget: $80,000.00 Section 402

Section 402 - Distracted Driving Program Area
Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-13	Distracted Driving Public Information and Education	$80,000.00	402
Total 402 Funds		**$80,000.00**	

Section 402 - Identification and Surveillance Program Area

Targets:

- To reduce drivers age 20 and younger involved in fatal crashes by 46.2 percent from 39 (2009-2013 moving average) to 21 by December 31, 2016.
- Reduce distracted driver - fatal, A and B crashes by 1.3 percent from 750 (2009-2013 average) to 740 by December 31, 2016.
- To reduce pedestrian fatalities by 30 percent from 10 (2009-2013 moving average) to 7 by December 31, 2016.
- To reduce bicyclist fatalities by 21.4 percent from 1.4 (2009-2013 moving average) to 1.1 by December 31, 2016.

Project Grant Number: **402-16-19**

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

Description:

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

Budget: $40,000.00 Section 402

Project Grant Number: **402-16-21**

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

Description:

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

Budget: $25,000.00 Section 402

Project Grant Number: **402-16-23**

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

Description:

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

Budget: $142,000.00 Section 402

Project Grant Number: **402-16-24**

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

Description:

This project provides funds to NOHS for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization using the mini-grant agreement process, and special educational related equipment purchases. Funds will be used to address pedestrian and bicycle issues. 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: $35,000.00 Section 402

Section 402 - Identification and Surveillance Program Area
Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-19	Youth Public Information and Education	$40,000.00	402
402-16-21	Youth Program Coordination	$25,000.00	402
402-16-23	Traffic Safety Program Coordination	$142,000.00	402
402-16-24	Traffic Safety Public Information and Education	$35,000.00	402
Total 402 Funds		**$242,000.00**	

Section 402 - Speed Control Program Area

Targets:

- To reduce speeding-related fatalities by 25 percent from 36 (2009-2013 moving average) to 27 by December 31, 2016.
- Reduce speed-related fatal, A and B crashes by 18.7 percent from 375 (2009-2013 average) to 305 by December 31, 2016.

Project Grant Number: **402-16-32**

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

Description:
This grant project provides funding for the NOHS for basic staff costs; to include personal services, travel expenses, and office expenses to coordinate, monitor, and audit speed program area grants and activities.

Budget: $10,000.00 Section 402

Project Grant Number: **402-16-35**

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

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

Budget: $25,000.00 Section 402

Section 402 - Speed Control Program Area
Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-32	Speed Program Coordination	$10,000.00	402
402-16-35	Speed Public Information and Education	$25,000.00	402
Total 402 Funds		**$35,000.00**	

Section 402 - Speed Enforcement Program Area

Targets:

- To decrease speeding-related fatalities by 25 percent from 36 (2009-2013 moving average) to 27 by December 31, 2016.
- Reduce speed-related fatal, A and B crashes by 18.7 percent from 375 (2009-2013 average) to 305 by December 31, 2016.

Project Grant Number: **402-16-26**

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

Description:

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

Budget: $94,210.00 Section 402

Project Grant Number: **402-16-33**

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

Description:

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

Budget: $50,000.00 Section 402

Project Grant Number: **402-16-34**

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

Description:

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

Budget: $60,000.00 Section 402

Section 402 - Speed Enforcement Program Area
Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-16-26	Traffic Law Enforcement	$94,210.00	402
402-16-33	Speed Selective Overtime Enforcement	$50,000.00	402
402-16-34	Speed Equipment	$60,000.00	402
Total 402 Funds		**$204,210.00**	

Section 405f - Motorcyclist Safety Grant

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

Targets:

- Reduce motorcyclist fatalities by 27.8% from 18 (2009-2013 average) to 13 by December 31, 2016
- Reduce unhelmeted motorcyclist fatalities by 83.3% from 1.8 (2009-2013 average) to 0.3 by December 31, 2016.

Project Grant Number: **405f-16-01**

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

Description:

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

Budget: $14,000.00 Section 405f-16

Project Grant Number: **405f-16-02**

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

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

Budget: $20,000.00 Section 405f-16

Section 405f- Motorcyclist Safety Grant
Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
405f-16-01	Motorcycle Public Information and Education	$14,000.00	405f-16
405f-16-02	Motorcycle Training Assistance	$20,000.00	405f-16
Total 405f Funds		**$34,000.00**	

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Nebraska Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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 –
    - Taking appropriate personnel action against such an employee, up to and including termination.
    - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

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)
(applies to subrecipients as well as States)

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

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 ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

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

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

6/19/15
Date

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

APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: Nebraska Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

Signature Governor's Representative for Highway Safety — Date: 6/19/15

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

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

☑ **Part 1: Occupant Protection (23 CFR 1200.21)**

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

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 77.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 77-83.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 83-86.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 87-94.

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

☐ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

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

☑ The State's **seat belt enforcement plan** is provided as HSP attachment or page # 95-96.

☑ The State's **high risk population countermeasure program** is provided as HSP attachment or page # 96.

☑ The State's **comprehensive occupant protection program** is provided as HSP attachment # 97-98.

☑ The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

☒ The State's NHTSA-facilitated occupant protection program assessment was conducted on 6/20/2014;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

✓ Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in at least one blank for each bullet below.*]

- A copy of [*check one box only*] the ▪ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # 100 or submitted electronically through the TRIPRS database on _____.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # 111 or submitted electronically through the TRIPRS database on _____.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 110 or submitted electronically through the TRIPRS database on _____.

- The name and title of the State's Traffic Records Coordinator is Fred E Zwonechek, Nebraska Highway Safety Administrator.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Page 111 links to the "Nebraska Traffic Safety Information System Strategic Plan - April 22, 2015"; TRIPRS - Page 143-219 or submitted electronically through the TRIPRS database on _____.

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

  ▪ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 217-219.

  OR

  ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 7/22/2011.

✓ Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

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

  ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

  OR

  ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

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

  ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

  OR

  ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

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

  ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

  OR

  ☐ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [*Fill in all blanks below*.]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s):

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in all blanks below.*]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
- Definition of covered wireless communication devices:
- Minimum fine of at least $25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

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

Legal citations:

- Prohibition on youth cell phone use while driving:
- Driver license testing of distracted driving issues:
- Minimum fine of at least $25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from youth cell phone use ban:

☑ Part 5: Motorcyclist Safety (23 CFR 1200.25)

[*Check at least 2 boxes below and fill in any blanks under those checked boxes.*]

☑ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # 209.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # 209-211.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 212-213.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 209-211.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # 209-211.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☑ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # 214.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # 214.

☑ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # 214-216.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # 214-216.
- The State law or regulation that defines impairment.
  Legal citation(s):

  Neb.Rev.Stat. 60-6, 196 and 60-6, 197

☑ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # 214.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # 214.
- The State law or regulation that defines impairment.
  Legal citation(s):

  Neb.Rev.Stat. 60-6, 196 and 60-6, 197

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

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
  Legal citation(s):

  AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
  Legal citation(s):

☐ Applying as a Data State –

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

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in all applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

Section 405 Application – Part 1: Occupant Protection (23 CFR 1200.21)

MAP-21 Maintenance of Effort (MOE) Requirement

The MAP-21 provision requires the State to maintain its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011 to qualify for certain highway safety funding under Section 405 grants. As a condition of receiving grant funds, States will be required to certify in the Section 405 Grant Applications that they meet the applicable MOE requirements.

Nebraska continues to mainitain its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011. On March 27, 2015, NOHS submitted the State's FY2014 MOE, as required, to NHTSA. On April 14, 2015, the Nebraska FY2014 MOE Summary Calculations were accepted by NHTSA.

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

- Beginning May 1, 2016, the Nebraska Office of Highway Safety will initiate an intensified paid media campaign for *Click It or Ticket* that will support the upcoming enforcement effort. The paid media will include electronic (radio, TV, theater, and internet), print (newspaper and magazine), and billboard (gas pump and truck side) for a total expenditure of $250,000. The campaign messaging will continue beyond the enforcement operation until June 30, 2016.
- In addition to the nationally designated *Click It or Ticket* enforcement period of May 23 – June 5, 2016, the Nebraska Office of Highway Safety will include the May 16 – May 22, 2016 and the June 6 – 13, 2016, to enhance the national *Click It or Ticket* enforcement effort for Nebraska. The total enforcement operation expenditure will be $350,000 or an additional 10,000+ hours of seat belt enforcement, both day and night, with the bulk of the enforcement occurring during the May 23 – June 5, 2016 designated period. See page 23, Evidence-Based (E-BE) Traffic Safety Enforcement Program.

Nebraska Occupant Protection Plan

How Significant is the Problem?
On Nebraska roadways, there were 453 unbelted vehicle occupant fatalities during 2009-2013, which is an average of 90.6 fatalities per year. This accounts for 44.5% of all traffic fatalities during the five-year period and approximately 47.4% of all vehicle occupant fatalities 1,017 during the study period.

During 2009-2013, reported safety belt usage in Nebraska ranged from a low of 79.0% in 2012 and 2013 to a high of 85% in 2009.

What is the Nebraska Goal?
Nebraska's goal is to reduce the traffic fatalities per 100 million vehicle miles (VMT) by 8.5% from 1.06 (2009-2013 moving average) to 0.97 by December 31, 2016.

What are the Contributing Factors?

Road and Area Type

- Unbelted vehicle occupant fatalities were more likely to occur in rural areas (376 of 453, 83%).
- Local roads accounted for the greatest number of unbelted fatalities (265 of 453, 56.7%). U.S. highways and state-numbered highways each had 17.6% of unbelted fatalities. Only 9.5% (43 of 453) of unbelted fatalities were on Interstate routes.

Jurisdiction Classification	Rural	Urban
Interstates	8%	2%
U.S. Highways	17%	4%
State Highways	15%	2%
Local Roads	32%	20%
Total by Area Type	72%	28%
Total	100%	

Location

- 27% (122 of 453) of unbelted vehicle occupant fatalities occurred at an intersection.
- The top 4 counties represent only 27% (123 of 453 of unbelted vehicle occupant fatalities in Nebraska.

Top 6 Counties	Fatal Crashes	Fatalities
Douglas	49	58 (13%)
Lancaster	22	26 (6%)
Scotts Bluff	19	21 (5%)
Gage	17	18 (4%)

Crash Type

- 69% (314 of 453) of unbelted fatalities occurred during a single vehicle run-off-the-road crash. Overall, single vehicle crashes accounted for 69% (288 of 416) and roadway departure crashes (i.e., ROR plus head-on) were 81% (337 of 416). Angle crashes were the second most frequent crash type and accounted for 18% (83 of 453) of fatalities.

Crash Type	Unbelted Veh. Occ. Fatalities	Total Fatalities
Single Vehicle: Run-off-the Road	314 (69%)	451 (44%)
Single Vehicle: Other	0 (0%)	0 (0%)
Rear End and Sideswipe (Same)	26 (6%)	82 (8%)
Head-On and Sideswipe (Opposite)	63 (14%)	153 (15%)
Angle	83 (18%)	200 (20%)
Left Turn (Leaving)	8 (2%)	35 (3%)
Other	0 (0%)	1 (< 1%)

- Of the single vehicle run-off-the-road fatalities: 43% were overturn, 7% were a collision with a ditch or embankment, 11% were a collision with a tree, utility pole, or sign support.

The Passenger

- Men were 66% (301 of 453) of unbelted fatalities.
- The young driver age range (25-34) had the most unbelted fatalities (85 of 453, 19%). Young adults (ages 16-20) followed closely behind, making up 18% of unbelted fatalities.
- Alcohol was listed as a contributing factor in 48% (219 of 453) of unbelted fatalities.
- 48 (10%) of the unbelted fatalities were partially ejected from their vehicle and 226 (508%) were reported as being totally ejected.

Age Group	Male	Female
≤ 15	11 (2%)	11 (2%)
16-20	45 (10%)	37 (8%)
21-24	47 (10%)	16 (4%)
25-34	59 (13%)	26 (6%)
35-44	34 (8%)	20 (4%)
45-54	36 (8%)	12 (3%)
55-64	33 (7%)	7 (2%)
65-74	15 (3%)	10 (2%)
75+	21 (5%)	13 (3%)
Totals by Gender	301 (66%)	152 (34%)
Population Total	453 (100%)	

Role of Safety Belt in Injury Severity

In the fatal crashes that occurred between 2009 and 2013, unbelted vehicle occupants were found to account for 47% of all vehicle occupant fatalities.

Time-of-Day & Day of Week

- The highest 3-hour period for unbelted vehicle occupant fatalities was between midnight and 3:00 a.m. (17%). The late afternoon (3:00 p.m. to 6:00 p.m.) was next, with 16% of the fatalities. 51% of unbelted fatalities occurred during dark driving conditions.

Time of Day	Fatalities	Percentage
Midnight to 02:59	77	17%
3:00 to 05:59	38	8%
6:00 to 08:59	30	7%
9:00 to 11:59	41	9%
12:00 to 14:59	56	12%
15:00 to 17:59	72	16%
18:00 to 20:59	66	15%
21:00 to 23:59	51	11%
Unknown	22	5%

- 39% (175 of 453) of unbelted fatalities occurred on Saturday or Sunday.
- Another 16% of the unbelted fatalities were on Friday.

Day of Week	Fatalities	Percentage
Sunday	81	18%
Monday	65	14%
Tuesday	45	10%
Wednesday	49	11%
Thursday	45	10%
Friday	74	16%
Saturday	94	21%

Some Existing Safety Activities

- Sustained Statewide Enforcement Operations (day and night)
- Click It or Ticket Mobilizations (2)
- Rollover/Seat Belt Demonstration Units
- Statewide Coalition Support
- Paid Multi-Media Belt Use Campaign
- Child Passenger Safety – Inspection Station and CPS Tech (recruitment/training) support, seats for low income populations.

Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide *Click It or Ticket* mobilization (national in May and the state designated one in November). The Nebraska Office of Highway Safety (NOHS) provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (50% daytime and 50% nighttime) and a majority of weekend operations with priority given to the top 22 counties with the highest fatal and serious injury crashes. The 22 Priority Counties FY2016 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State. See page 23, Evidence-Based (E-BE) Traffic Safety Enforcement Program.

NEBRASKA PRIORITY COUNTIES FOR FY2016
COUNTY CRASH RATE compared to STATE CRASH RATE
PER 100 MILLION MILES

Congressional District	County	2013 FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2013 Population*
Three	Adams	71	28.94	4.08	1.63	9.78	23.23	67.7%	31,610
One	Buffalo	132	22.38	2.37	0.51	5.59	19.49	73.7%	47,893
Three	Cass	60	14.88	3.72	0.74	2.98	10.42	59.1%	25,357
One	Dakota	27	14.03	0.52	0.00	4.16	13.51	79.4%	20,947
Three	Dawson	55	12.90	1.17	1.17	3.28	10.55	62.7%	24,207
One	Dodge	102	28.85	2.83	2.55	7.64	23.48	76.0%	36,515
One	Douglas	1,260	30.34	3.49	1.23	7.34	25.62	75.6%	537,256
One	Gage	67	29.80	5.78	1.33	6.23	22.68	64.9%	21,864
Three	Hall	159	25.82	2.92	1.79	8.61	21.11	75.8%	60,720
Three	Hamilton	36	12.50	1.39	3.47	2.43	7.64	76.8%	9,112
Three	Keith	38	13.10	2.07	2.07	5.86	8.96	65.4%	8,130
Three	Lancaster	970	40.92	3.59	1.69	12.87	35.64	85.6%	297,036
One	Lincoln	136	23.85	3.68	4.73	6.14	15.43	70.9%	36,051
Three	Madison	93	32.13	4.15	2.07	8.98	25.91	65.1%	35,278
One	Otoe	37	15.81	0.85	1.28	4.70	13.68	53.4%	15,752
One	Platte	73	24.47	4.36	1.34	7.04	18.77	70.5%	32,505
Three	Sarpy	312	25.75	1.90	1.32	8.33	22.53	83.4%	169,331
One/Two	Saunders	38	17.26	1.36	2.27	4.09	13.62	68.9%	20,929
One	Scotts Bluff	114	36.43	6.39	3.20	11.83	26.85	65.5%	36,848
Three	Seward	69	18.71	1.63	2.44	4.88	14.64	74.2%	17,089
One	Washington	30	14.91	2.98	1.49	3.98	10.44	69.8%	5,251
One	York	42	12.08	1.44	0.86	2.30	9.78	60.3%	13,883
	22 County Population								1,503,564
	Statewide	4,713	24.34	2.84	1.72	6.71	20.52	74.2%	1,868,516

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage — 80.5% of Population
Data taken off **2013** Standard Summaries, Fatal, A / B Injuries, Statewide and County
*U.S. Census Bureau — Revised 2/12/2015
Nebraska 2013 data is the most current data for the FY2016 Plan

Click It or Ticket

In addition to the participation in the national CIOT mobilization, the NOHS annually designates Thanksgiving week as another CIOT mobilization. The NOHS generally provides funding assistance to from 55 to 65 different local agencies (police and sheriffs) and the Nebraska State Patrol which generally results in from 7,500 to 10,500+ hours of occupant restraint targeted enforcement operations during the designated mobilization period. An additional dozen or more also participate without requesting and funding assistance. See page 23, Evidence-Based (E-BE) Traffic Safety Enforcement Program.

Rollover/Seat Belt Demonstration Units

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

Statewide Coalition Support

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

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

Drive Smart Nebraska Members **June 2015**

	Organization	Name
1	AAA Nebraska	Rose White
2	Brain Injury Association of Nebraska	Peggy Reisher
3	Bryan Health	Heather Talbott
4	Central City Police Dept/EMS	Dick Smithson
5	Children's Hospital & Medical Center	Lisa Reichter
6	Children's Hospital & Medical Center	Christa Thelen
7	Consultant	Cindy Jeffrey
8	DHHS - Injury Prevention	Peg Ogea-Ginsburg
9	DHHS Adolescent Health	Michaela Meismer
10	DHHS Health Services	Ashley Newmyer
11	DHHS- Injury Prevention Program	Jeanne Bietz
12	DHHS School Health	Carol Tucker
13	Lincoln-Lancaster Health Dept/Safe Kids LLCHD	Julie Anderson
14	MADD	Sara Draper
15	National Safety Council-Omaha	Susan Booth
16	National Safety Council-Omaha	Beverly Reicks
17	Nebraska Association of Local Health Directors	Vicki Duey
18	Nebraska Medical Association	Carole Bates
19	Nebraska Office of Highway Safety	William Kovarik
20	Nebraska Safety Center	DeAnn Keith
21	Nebraska Safety Council	Laurie Klosterboer
22	Nebraska State Patrol	Tim Salmen
23	Novartis Pharmaceuticals	Kate Kulesher Jarecke
24	PHAN	John Roberts
25	Ponca Tribe Injury Prevention Program	Shanna Wolff
26	Project Extra Mile	Nikki Carritt
27	Safe Kids Nebraska	Jason Kerkman
28	Schmeeckle Research Inc.	Joyce Schmeeckle
29	Schmeeckle Research Inc.	Will Schmeeckle
30	State Farm	Coleen Nielsen
31	State Farm	Nate McHargue
32	State Farm	Kelly Pargett

Paid Multi-Media Belt Use Campaign

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

Child Passenger Safety (CPS) – Inspection Station and CPS Tech (recruitment/training) Support, Seats for Low Income Populations

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

Nebraska Occupant Restraint Coordination

Then NOHS Administrator serves as the state's Occupant Protection Coordinator. The NOHS is the lead agency in developing and implanting occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2016 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable goals for increasing seat belt and child restraint use.

Nebraska Child Passenger Inspection Stations

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

There are currently 24 inspection stations serving 61 of the 93 counties in Nebraska and reaching 91.29% of the state's population. These inspection stations are staffed with at least one nationally certified CPS technician during official hours. There are 366 available certified Child Passenger Safety technicians, provide monthly service child restraint and occupant protection education.

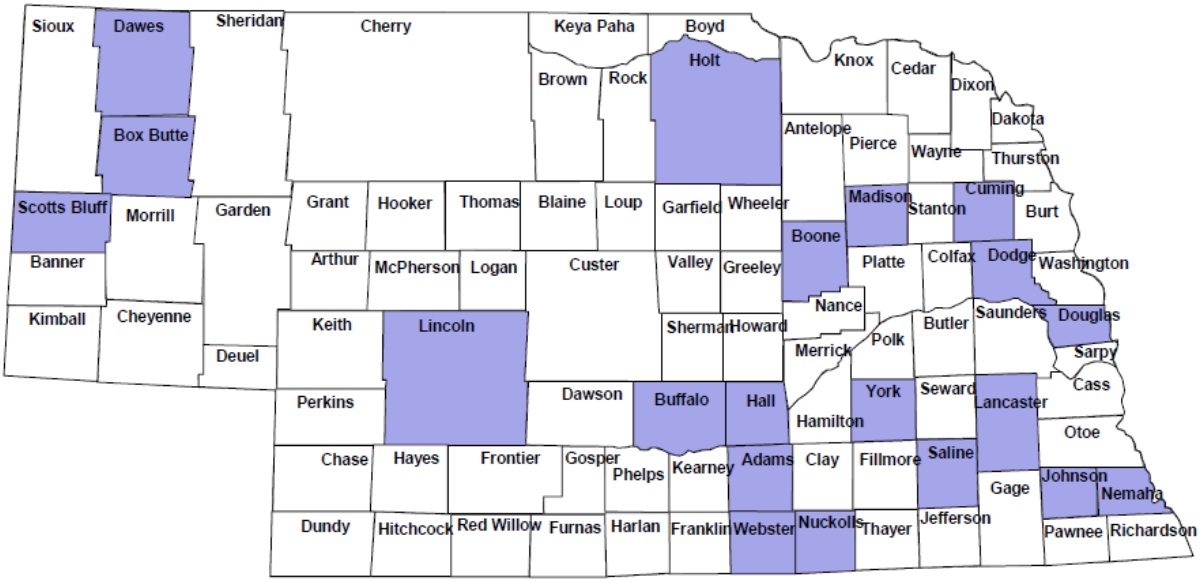
Grant funding for eligible low income family child restraints is available to all inspection locations. In addition to these sites, Check-up Events are held in additional Nebraska communities including, underserved areas. Check-Up Events are set up in public areas, such as shopping center parking lots,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

Nebraska Child Passenger Inspection Stations

Locations/Contacts/Counties Served – April 2015

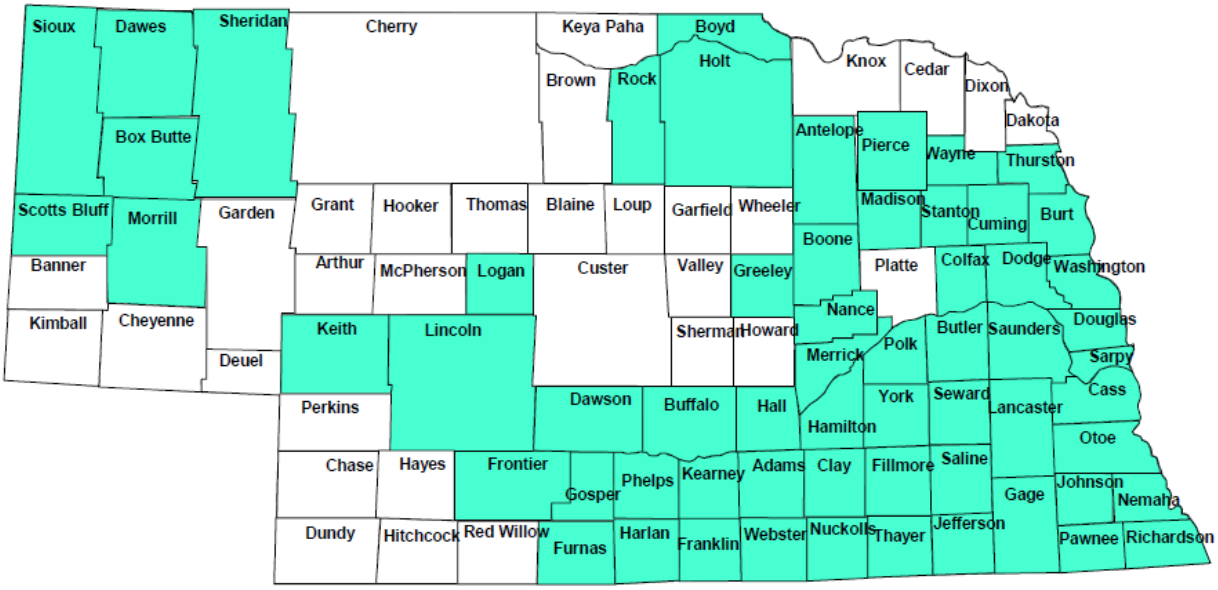
	Locations/Contacts	**Counties Served** - Updated 4/6/2015
1	**Alliance Fire Department** 315 Cheyenne, Alliance, NE 69301	Box Butte, Morrill
2	**Avera St. Anthony's Hospital** 300 North 2nd, P.O. Box 270, O'Neill, NE 68763	Antelope, Boyd, Holt, Rock
3	**Boone County Health Center** 723 West Fairview Street, Albion, NE 68620	Antelope, Boone, Greeley, Nance, Madison
4	**Brodstone Memorial Hospital/Good Beginnings** 520 East 10th, Superior, NE 68978	Clay, Nuckolls, Thayer, Webster
5	**Children's Hospital & Medical Center** 8200 Dodge Street, Omaha, NE 68114	Douglas
6	**Community Action Partnership Western Nebraska** 3350 N 10th (Scottsbluff Fire Dept), Gering, NE 68341	Scotts Bluff
7	**Faith Regional Health Services, Inc.** 2700 West Norfolk Avenue, Norfolk, NE 68701	Madison, Pierce, Stanton, Wayne
8	**Four Corners Health Department** 2101 N. Lincoln Avenue, York, NE 68467	Butler, Polk, Seward, York
9	**Johnson County Hospital** 202 High Street, Tecumseh, NE 68450	Johnson
10	**Lancaster County Health Department** 3140 N Street, Lincoln, NE 68510	Lancaster
11	**Lincoln County Kids Safe (LinCKS)** Bob Spady GM, 2302 East 4th, North Platte, NE 69101	Dawson, Frontier, Keith, Lincoln, Logan
12	**Nebraska State Patrol** - Troop A Headquarters – Temporarily No Inspection Service Available 4411 South 108th, Omaha, NE 68137	Cass, Douglas, Sarpy
13	**OneWorld Community Health Centers, Inc. – Multi-lingual** 4920 South 30th Street, Suite 103, Omaha, NE 68107	Cass, Douglas, Sarpy
14	**Public Health Solutions District Health Department** 995 E. Hwy 33, Suite 1, Crete, NE 68333	Fillmore, Gage, Jefferson, Saline, Thayer
15	**Safe Kids Platte Valley/Good Samaritan Hospital** Killion Motors, 715 Central Ave., Kearney, NE 68848	Buffalo, Dawson, Franklin, Furnas, Gosper, Harlan, Kearney, Phelps
16	**Safe Kids South Central** Lincoln Fire Park Station, 1145 South Hastings Avenue, Hastings, NE 68901	Adams, Clay, Nuckolls, Webster
17	**Safe Kids Southeast** Nemaha County Sheriff's Department, 1805 "N" Street, Auburn, NE 68305	Gage, Johnson, Nemaha, Otoe, Pawnee, Richardson
18	**Saint Elizabeth Regional Medical Center** 6900 L Street, Lincoln, NE 68510	Lancaster
19	**Saint Francis Medical Center** 2620 West Faidley, Grand Island, NE 68803	Hall, Hamilton, Merrick, Nance
20	**Saint Francis Memorial Hospital Car Seat Program** 430 N. Monitor Street, West Point, NE 68038	Burt, Colfax, Cuming, Dodge, Thurston
21	**Sarpy/Cass Department of Health & Wellness** 701 Olson Drive, Suite 101, Papillion, NE 68046	Cass, Sarpy
22	**Three Rivers District Health Department** 33 W 4th Street, Fremont, NE 68025	Dodge, Saunders, Washington
23	**Webster County Community Hospital** 6th & Franklin, Red Cloud, NE 68970	Webster
24	**Western Community Health Resources** 821 Morehead St., Chadron, NE 69337	Dawes, Sheridan, Sioux

Nebraska CPS Inspection Stations - Locations by County



As of April 2015

Nebraska CPS Inspections Stations – Counties Served



As of April 2015

Nebraska Child Passenger Inspection Stations by Population Totals

	County	Population		County	Population
1	Adams	31,364	32	Lancaster	285,407
2	Antelope	6,685	33	Lincoln	36,288
3	Boone	5,505	34	Logan	763
4	Box Butte	11,308	35	Madison	34,876
5	Boyd	2,099	36	Merrick	7,845
6	Buffalo	46,102	37	Morrill	5,042
7	Burt	6,858	38	Nance	3,735
8	Butler	8,395	39	Nemaha	7,248
9	Cass	25,241	40	Nuckolls	4,500
10	Clay	6,542	41	Otoe	15,740
11	Colfax	10,515	42	Pawnee	2,773
12	Cuming	9,139	43	Phelps	9,188
13	Dawes	9,182	44	Pierce	7,266
14	Dawson	24,326	45	Polk	5,406
15	Dodge	36,691	46	Richardson	8,363
16	Douglas	517,110	47	Rock	1,526
17	Fillmore	5,890	48	Saline	14,200
18	Franklin	3,225	49	Sarpy	158,840
19	Frontier	2,756	50	Saunders	20,780
20	Furnas	4,959	51	Scotts Bluff	36,970
21	Gage	22,311	52	Seward	16,750
22	Gosper	2,044	53	Sheridan	5,469
23	Greeley	2,538	54	Sioux	1,311
24	Hall	58,607	55	Stanton	6,129
25	Hamilton	9,124	56	Thayer	5,228
26	Harlan	3,423	57	Thurston	6,940
27	Holt	10,435	58	Washington	20,234
28	Jefferson	7,547	59	Wayne	9,595
29	Johnson	5,217	60	Webster	3,812
30	Kearney	6,489	61	York	13,665
31	Keith	8,368		**Total**	**1,665,884**
	Total State Population				1,826,341
	Percent of Counties Served				91.2%

Source: U.S. Census Bureau, 2010

Nebraska Plan for Child Passenger Safety (CPS) Technicians

The Nebraska Office of Highway Safety (NOHS) annually partners with the Nebraska Department of Health and Human Services (DHHS) Division of Public Health and Nebraska Safe Kids in the coordination of the CPS activities involving CPS: instructors; technicians; inspection stations; and seat distribution.
The state has successfully maintained a sufficient annual pool of approximately 366 available certified CPS Technicians from across the state to support the state's 24 CPS inspection stations and frequently held checkup events. Administrators of CPS inspection stations, local SAFE KIDS coordinators, and certified CPS instructors are called upon to continually recruit potential new CPS Technician candidates. This process has proven to be effective in finding replacements for those CPS Technicians that discontinue their service or move to another jurisdiction.

The NOHS annually provides grant funding for the needed CPS Technician/Instructor training and update classes. As an incentive for those that become certified, the NOHS provides a free annual subscription to the "Safe Ride" newsletter and free registration to the annually held CPS Technician Update along with copies of the LATCH manual. The update is organized so that Technicians and Instructors receive the necessary CEUs to maintain their certification.

All of the CPS Technicians in Nebraska are volunteers and most employers across the state have allowed their employees time off to attend the CPS training. With our public health partners, the continued effort of targeting businesses and organizations to emphasize this child passenger safety initiative has resulted in the continued success of being able to recruit CPS volunteers from across the state.

Nebraska Child Passenger Safety Technician Listing – June 2015

	First Name	Last Name	City	County	Certification Expiration Date	Status
1	Kristin	Abbink	Omaha	Douglas	9/3/2015	Certified Technician
2	Christopher	Abbott	Bellevue	Sarpy	5/16/2016	Certified Technician
3	Amanda	Ablott	Hastings	Adams	6/1/2017	Certified Technician
4	Debra	Ainslie	Chadron	Dawes	2/22/2016	Certified Technician
5	Linda	Ainslie	Scottsbluff	Scotts Bluff	3/29/2016	Certified Technician
6	Linda	Alfred	Gering	Scotts Bluff	4/29/2016	Certified Technician
7	Matthew	Alm	Lexinton	Dawson	6/24/2015	Certified Technician
8	Julie	Anderson	Lincoln	Lancaster	10/22/2015	Certified Technician
9	Phylis	Anderson	St. Paul	Howard	8/14/2015	Certified Technician
10	Stacey	Anderson	Lincoln	Lancaster	4/6/2016	Certified Technician
11	Adrienne	Ashley	Omaha	Douglas	8/24/2015	Certified Technician
12	Becky	Assarsson	Valentine	Cherry	6/23/2016	Certified Technician
13	Sandra	Babin	Scottsbluff	Scotts Bluff	3/29/2016	Certified Technician
14	Teri	Barnard	Palisade	Hitchcock	10/11/2016	Certified Technician
15	Maria	Barocio	Lexington	Dawson	4/18/2017	Certified Technician
16	Laura	Bartlett	Omaha	Douglas	10/8/2016	Certified Technician
17	Brynda	Battles	Fremont	Dodge	11/22/2015	Certified Technician
18	Ashley	Beach	Unadilla	Otoe	8/24/2015	Certified Technician
19	Brianna	Beam	Guide Rock	Webster	6/24/2015	Certified Technician
20	Carolyn	Beethe	Tecumseh	Johnson	10/22/2015	Certified Technician
21	Keith	Bell	Omaha	Douglas	3/11/2016	Certified Technician
22	Scott	Benson	Lincoln	Lancaster	10/1/2015	Certified Technician
23	Anna	Bialas	Grand Island	Hall	10/8/2016	Certified Technician
24	Jeanne	Bietz	Lincoln	Lancaster	5/1/2017	Certified Instructor
25	Brittany	Bigham	Hastings	Adams	6/24/2015	Certified Technician
26	Janel	Binder	Waverly	Lancaster	9/16/2016	Certified Technician
27	Shawna	Biodrowski	Papillion	Sarpy	10/1/2015	Certified Technician
28	Jennifer	Blair	Lincoln	Lancaster	6/16/2015	Certified Technician
29	Stacey	Blizek	Lincoln	Lancaster	9/29/2015	Certified Technician
30	Sherri	Blome	Chadron	Dawes	5/1/2017	Certified Instructor
31	Susan	Bochart	Rockville	Sherman	6/1/2017	Certified Technician
32	Amy	Bockelman	Norfolk	Madison	9/1/2015	Certified Technician
33	Jami	Boggy	Omaha	Douglas	8/26/2016	Certified Technician
34	Stephanie	Bonnema	Lincoln	Lancaster	3/19/2017	Certified Technician
35	Megan	Boone-Stoll	Lincoln	Lancaster	9/18/2016	Certified Technician
36	Amy	Borg	Omaha	Douglas	9/21/2016	Certified Instructor
37	Tera	Boyd	McCook	Red Willow	6/24/2017	Certified Technician
38	Carrie	Branson	Fairbury	Jefferson	6/16/2015	Certified Technician
39	Linda	Branting	Tecumseh	Johnson	6/1/2015	Certified Technician
40	Jami	Brester	West Point	Cuming	6/24/2016	Certified Technician
41	Michael	Brittenham	Columbus	Platte	6/1/2015	Certified Technician
42	Taleya	Broadway-Mack	Omaha	Douglas	1/27/2016	Certified Technician
43	Kenzie	Broders	Raymond	Lancaster	9/18/2016	Certified Technician
44	Elizabeth	Bronson	Omaha	Douglas	8/24/2015	Certified Technician
45	Sara	Bruening	Omaha	Douglas	11/18/2016	Certified Technician
46	Trisha	Bruntz	Hastings	Adams	6/24/2015	Certified Technician
47	Ann	Brunzell	Omaha	Douglas	9/30/2015	Certified Instructor
48	Suzanne	Bullock	Madrid	Perkins	4/27/2017	Certified Technician
49	Lindsey	Burhoop	Bancroft	Cuming	6/17/2015	Certified Technician
50	Elizabeth	Burki	Hildreth	Franklin	6/23/2016	Certified Technician
51	Kirsten	Burklund	Kearney	Buffalo	4/18/2017	Certified Technician
52	Debra	Byers	Elkhorn	Douglas	8/26/2016	Certified Technician

53	Cruz	Cabrera	Omaha	Douglas	8/24/2015	Certified Technician
54	Chelsea	Campbell	Crete	Saline	10/1/2015	Certified Technician
55	Alyssa	Cardona	Omaha	Douglas	10/1/2015	Certified Technician
56	Molly	Carlson	Lincoln	Lancaster	10/8/2016	Certified Technician
57	Fred	Carritt	Blair	Washington	10/1/2015	Certified Technician
58	Eunises	Casillas	Omaha	Douglas	8/22/2016	Certified Technician
59	Mike	Cerny	Scottsbluff	Scotts Bluff	11/18/2016	Certified Technician
60	Tamara	Chamberlin	Kearney	Buffalo	9/18/2016	Certified Technician
61	Brooke	Chaney	Auburn	Nemaha	10/16/2015	Certified Technician
62	Julie	Chramosta	Gibbon	Buffalo	10/8/2016	Certified Technician
63	Niki	Chrisman	Henderson	York	6/24/2015	Certified Technician
64	Heather	Church	Palmer	Merrick	10/8/2016	Certified Technician
65	Darin	Clark	Hastings	Adams	7/19/2015	Certified Technician
66	Michelle	Classen	Pierce	Pierce	10/1/2015	Certified Technician
67	Kate	Collins	Lincoln	Lancaster	9/26/2016	Certified Technician
68	Lora	Conley	Omaha	Douglas	10/13/2016	Certified Technician
69	Anne	Conlon	Omaha	Douglas	5/16/2016	Certified Technician
70	Lynne	Cook	Lincoln	Lancaster	10/1/2015	Certified Technician
71	Roger	Cox	Bellevue	Sarpy	8/24/2015	Certified Technician
72	Michelle	Crawford	Lincoln	Lancaster	10/11/2016	Certified Technician
73	Jamie	Cummings	Kearney	Buffalo	7/1/2015	Certified Technician
74	Bobbie	Darby	Omaha	Douglas	8/22/2016	Certified Technician
75	Monet	Davies	Omaha	Douglas	3/29/2016	Certified Technician
76	Ann	Dawson	Lincoln	Lancaster	10/1/2015	Certified Technician
77	Valerie	DeJonge	Hastings	Adams	7/1/2017	Certified Technician
78	Tracy	Dethlefs	Kearney	Buffalo	4/18/2017	Certified Technician
79	Tom	Dibbern	Aurora	Hamilton	2/27/2017	Certified Technician
80	Coartney	DiGiorgio	Fremont	Dodge	9/12/2016	Certified Technician
81	Lynn	Dolezal	Lincoln	Lancaster	6/13/2015	Certified Technician
82	Josephine	Dominguez	Omaha	Douglas	8/24/2015	Certified Technician
83	Lisa	Duffield	Lincoln	Lancaster	10/1/2015	Certified Technician
84	Olga	Dunn	Grant	Perkins	4/18/2017	Certified Technician
85	Christine	Dunton	Sidney	Cheyenne	10/16/2015	Certified Technician
86	Stefanie	Dvorak	Norfolk	Madison	10/1/2015	Certified Technician
87	Sarah	Economides	Lincoln	Lancaster	10/21/2015	Certified Technician
88	Angela	Edmond	Beatrice	Gage	9/26/2016	Certified Technician
89	Teri	Ellis	Grant	Perkins	3/29/2016	Certified Technician
90	Sara	Erwin	York	York	9/12/2016	Certified Technician
91	Sara	Estrada	North Platte	Lincoln	10/21/2015	Certified Technician
92	Scott	Eveland	Ogallala	Keith	2/12/2016	Certified Instructor
93	Tracy	Eveland	Ogallala	Keith	5/4/2016	Certified Technician
94	Scott	Fandrich	Lincoln	Lancaster	9/12/2016	Certified Technician
95	Dessa	Farrand	Hastings	Adams	10/16/2015	Certified Technician
96	Alison	Feik	Cozad	Dawson	6/23/2016	Certified Technician
97	Marcy	Feik	Kearney	Buffalo	6/23/2016	Certified Technician
98	Rebecca	Feller	Boys Town	Douglas	8/22/2016	Certified Technician
99	Catey	Ferdinand	Fremont	Dodge	3/29/2016	Certified Technician
100	Lindsay	Filipi	Lincoln	Lancaster	4/18/2017	Certified Technician
101	Serena	Findley	North Platte	Lincoln	5/8/2016	Certified Technician
102	Deanna	Finke	Gothenburg	Dawson	6/24/2015	Certified Technician
103	Cheree	Fisher	Bridgeport	Morrill	3/29/2016	Certified Technician
104	Amanda	Fletcher	Beatrice	Gage	10/16/2015	Certified Technician

105	Kristine	Flyinghawk	Niobrara	Knox	3/30/2016	Certified Technician
106	Melanie	Frear	Grand Island	Hall	10/23/2016	Certified Technician
107	Jane	Freeburg	Dalton	Cheyenne	8/14/2015	Certified Technician
108	Gina	Frerichs	Columbus	Platte	2/27/2017	Certified Technician
109	Jamie	Frerichs	Kearney	Buffalo	4/18/2017	Certified Technician
110	Rachel	Frickel	O'Neill	Holt	10/8/2016	Certified Technician
111	Amanda	Fries	Kearney	Buffalo	4/18/2017	Certified Technician
112	Rebecca	Fry	Grand Island	Hall	7/1/2017	Certified Technician
113	Sarah	Fuller	Lincoln	Lancaster	9/21/2016	Certified Technician
114	Stephanie	Gardeman	Valley	Douglas	8/26/2016	Certified Technician
115	Kay	Gerdes	Nebraska City	Otoe	10/16/2015	Certified Technician
116	Tatiana	Glinsmann	Loup City	Sherman	10/21/2015	Certified Technician
117	Megan	Gombold	Bennington	Douglas	8/22/2016	Certified Technician
118	Rebecca	Graham	Sidney	Cheyenne	3/29/2016	Certified Technician
119	Carl	Grubb	Bellevue	Sarpy	4/27/2016	Certified Technician
120	Sharon	Grunke	Norfolk	Madison	8/14/2015	Certified Technician
121	Jami	Hamer	Waverly	Lancaster	6/23/2016	Certified Technician
122	Carol	Hamik	Hastings	Adams	5/1/2017	Certified Instructor
123	Deb	Hammon	Humboldt	Richardson	4/18/2017	Certified Technician
124	Michael	Hanke	York	York	6/1/2015	Certified Technician
125	Amy	Hanna	Grand Island	Hall	6/24/2015	Certified Technician
126	Amy	Hansen	Lincoln	Lancaster	10/8/2016	Certified Technician
127	Connie	Hardin	Fairbury	Jefferson	6/13/2015	Certified Technician
128	Elizabeth	Harding	Omaha	Douglas	3/29/2016	Certified Technician
129	Marcia	Harmon	Falls City	Richardson	10/1/2015	Certified Technician
130	Sara	Harris	Scottsbluff	Scotts Bluff	6/5/2017	Certified Technician
131	Tameshia	Harris	Omaha	Douglas	1/27/2016	Certified Technician
132	Kim	Haskin	Seward	Seward	5/10/2017	Certified Technician
133	Pamela	Hatch	Hastings	Adams	6/17/2015	Certified Technician
134	Lindsay	Heiden	York	York	9/12/2016	Certified Technician
135	Krista	Heineman	Thurston	Thurston	6/1/2015	Certified Technician
136	Lynne	Heithoff	Norfolk	Madison	5/1/2017	Certified Technician
137	Ben	Hennecke	Lincoln	Lancaster	10/16/2015	Certified Technician
138	Jodi	Henry-Reynolds	Niobrara	Knox	8/26/2015	Certified Technician
139	Tereasa	Herman	Chadron	Dawes	4/18/2017	Certified Technician
140	Nicole	Hicken	Grand Island	Hall	3/29/2016	Instructor Candidate
141	Bradley	Higgins	Neligh	Antelope	9/1/2015	Certified Technician
142	Betsi	Hinkle	Kearney	Buffalo	6/23/2016	Certified Technician
143	Angel	Hinkley	Alliance	Box Butte	4/18/2017	Certified Technician
144	Nicholas	Hinman	Alliance	Box Butte	9/14/2015	Certified Technician
145	Shaila	Hisey	Kearney	Buffalo	6/23/2016	Certified Technician
146	Bob	Hock	Kearney	Buffalo	6/23/2016	Certified Technician
147	Amanda	Hodgen	Hastings	Adams	6/24/2017	Certified Technician
148	Curtis	Hofrock	Sidney	Cheyenne	4/9/2017	Certified Technician
149	Katie	Hopkins	Omaha	Douglas	9/12/2016	Certified Technician
150	Kassidy	Horst	Wisner	Cuming	4/28/2017	Certified Technician
151	Todd	Hovey	McCook	Red Willow	6/17/2015	Certified Technician
152	Thomas	Hudiburgh	Ogallala	Keith	5/8/2016	Certified Technician
153	Veta	Hungerford	Long Pine	Brown	5/1/2017	Certified Technician
154	Terri	Huston	Lincoln	Lancaster	10/8/2016	Certified Technician
155	Jane	Husz	Papillion	Sarpy	5/3/2016	Certified Technician
156	Desaray	Ishii	Fort Calhoun	Washington	4/27/2016	Certified Technician
157	Tanya	Jacha	Omaha	Douglas	8/22/2016	Certified Technician

158	Jennifer	Jacobitz	Prosser	Hall	7/12/2017	Certified Technician
159	Jennifer	Jaeger	Wakefield	Dixon	6/24/2015	Certified Technician
160	Rossana	Jaeger	Fremont	Dodge	8/22/2016	Certified Technician
161	Laura	Jana	Omaha	Douglas	9/1/2015	Certified Technician
162	Mary	Jankovich	Papillion	Sarpy	8/24/2015	Certified Technician
163	Joan	Jansen	Omaha	Douglas	9/21/2015	Certified Technician
164	Eric	Janssen	Broken Bow	Custer	6/24/2015	Certified Technician
165	Jennifer	Janzen	Lincoln	Lancaster	9/6/2015	Certified Technician
166	Amanda	Jeffres	Burwell	Garfield	6/12/2016	Certified Technician
167	Eileen	Jensen	Bellevue	Sarpy	4/27/2016	Certified Technician
168	Elizabeth	Johnson	Lincoln	Lancaster	9/6/2015	Certified Technician
169	Jessica	Johnson	McCook	Red Willow	2/27/2017	Certified Technician
170	Becky	Jones	North Platte	Lincoln	9/12/2016	Certified Technician
171	Gena	Jones	Norfolk	Madison	10/1/2015	Certified Technician
172	Bryn	Jordan	McCook	Red Willow	6/24/2015	Certified Technician
173	Clay	Jordan	McCook	Red Willow	6/24/2015	Certified Technician
174	Amy	Jurgensen	Cordova	Seward	5/1/2017	Certified Technician
175	Kira	Kaltenbach	Omaha	Douglas	10/8/2016	Certified Technician
176	Helen	Kampfe	Valley	Douglas	5/10/2017	Certified Instructor
177	Colleen	Karmazin	Blue Hill	Webster	7/14/2016	Certified Technician
178	Amy	Kaspar	Omaha	Dodge	8/24/2015	Certified Technician
179	Barbara	Keegan	Hemingford	Box Butte	10/1/2015	Certified Technician
180	Mary	Kelly	Boys Town	Douglas	4/27/2016	Certified Technician
181	Elizabeth	Kelsey	Omaha	Douglas	8/22/2016	Certified Technician
182	Jason	Kerkman	Lincoln	Lancaster	9/18/2016	Certified Technician
183	Kaitlann	King	Omaha	Douglas	10/8/2016	Certified Technician
184	Tommy	King	Norfolk	Madison	8/22/2016	Certified Technician
185	Anthony	Kitto	Niobrara	Knox	3/30/2016	Certified Technician
186	Nicole	Knoll	Sidney	Cheyenne	5/8/2016	Certified Technician
187	Jill	Knox	Lincoln	Lancaster	9/12/2016	Certified Technician
188	Danielle	Knudson	Omaha	Douglas	8/26/2016	Certified Instructor
189	Kaity	Kobayashi	Omaha	Douglas	5/14/2017	Certified Technician
190	Jennifer	Koehlmoos	ONeill	Holt	5/11/2017	Certified Technician
191	Chelsey	Koehn	York	York	9/12/2016	Certified Technician
192	Teresa	Kohle	Stuart	Holt	6/1/2015	Certified Technician
193	Kelsey	Korell	McCook	Red Willow	4/18/2017	Certified Technician
194	Leah	Krantz	Newcastle	Dixon	10/16/2016	Certified Technician
195	Bobbi	Kuhlman	Scottsbluff	Scotts Bluff	4/9/2017	Certified Technician
196	Kate	Kunz	O'Neill	Holt	10/1/2015	Certified Instructor
197	Ananda	Kyle	Juniata	Adams	8/1/2015	Certified Technician
198	Heidi	Larson	Scottsbluff	Scotts Bluff	4/29/2016	Certified Technician
199	Jody	Latta	Stratton	Hitchcock	10/11/2016	Certified Technician
200	Vanessa	Le	Omaha	Douglas	8/22/2016	Certified Technician
201	Ed	Lemburg	O'Neill	Holt	8/23/2016	Certified Technician
202	Nancy	Lemke	Hastings	Adams	6/1/2017	Certified Technician
203	Nicole	Levander	Albion	Boone	9/21/2016	Certified Technician
204	Stephanie	Lewis	Gretna	Sarpy	5/3/2016	Certified Technician
205	Jackie	Liess	Kearney	Buffalo	8/1/2015	Certified Technician
206	Becky	Loewe	Lincoln	Lancaster	10/22/2015	Certified Technician
207	Miranda	Lopez	Fremont	Dodge	6/13/2015	Certified Technician
208	Amber	Lubben	Hebron	Thayer	8/24/2015	Certified Technician
209	Kristin	Luethke	Lincoln	Lancaster	6/1/2017	Certified Technician
210	Denise	Lynes	LaVista	Douglas	9/16/2016	Certified Technician

211	Tricia	Maresh	Papillion	Sarpy	8/22/2016	Certified Technician
212	Amy	Marshall	Hastings	Adams	6/1/2015	Certified Technician
213	Carol	Martin	Eagle	Cass	9/18/2016	Certified Technician
214	Brandee	Marx	Omaha	Douglas	10/31/2015	Certified Technician
215	Carrie	Maryott	Lyons	Burt	5/3/2016	Certified Technician
216	Marilyn	McDaniel	Imperial	Chase	6/13/2015	Certified Technician
217	Angelynn	McGee	Omaha	Douglas	8/26/2015	Certified Technician
218	Kerry	McManigal	Lincoln	Lancaster	10/16/2015	Certified Technician
219	Nelva	McNeff	Palmer	Merrick	10/1/2015	Certified Technician
220	Tj	Merrill Newman	Stella	Richardson	9/12/2016	Certified Technician
221	Ellen	Mettenbrink	Lincoln	Lancaster	6/1/2017	Certified Technician
222	Ryan	Meyer	Omaha	Douglas	10/4/2016	Certified Technician
223	Dava	Mier	Niobrara	Knox	3/30/2016	Certified Technician
224	Stacey	Mitchell	Neligh	Antelope	8/26/2016	Certified Technician
225	Tim	Monzon	McCook	Red Willow	6/24/2015	Certified Technician
226	Justin	Moore	Axtell	Kearney	7/31/2016	Certified Technician
227	Jodi	Muessigmann	Fremont	Dodge	10/1/2015	Certified Technician
228	Heather	Muller	Lincoln	Lancaster	8/26/2016	Certified Technician
229	Stacey	Muller	Papillion	Sarpy	8/15/2016	Certified Technician
230	Lisa	Munoz	Omaha	Douglas	10/1/2015	Certified Technician
231	Susan	Munsen	Lincoln	Lancaster	4/18/2017	Certified Technician
232	Dawn	Murphy	Niobrara	Knox	8/16/2015	Certified Technician
233	Mandy	Murphy	Mitchell	Scotts Bluff	3/29/2016	Certified Technician
234	Kelly	Myers	Lincoln	Lancaster	9/18/2016	Certified Technician
235	Kathleen	Naden	Hastings	Adams	7/1/2015	Certified Technician
236	Rachel	Naiman	Fairbury	Jefferson	9/18/2016	Certified Technician
237	Nicole	Nazaruk	Elkhorn	Douglas	8/22/2016	Certified Technician
238	Jaala	Nelson	Seward	Seward	11/29/2016	Certified Technician
239	Megan	Newkirk	Oshkosh	Garden	10/8/2016	Certified Technician
240	Amanda	Nielsen	Minden	Kearney	3/14/2016	Certified Technician
241	Jessica	Niewohner	Neligh	Antelope	4/18/2017	Certified Technician
242	Tiffany	Nordmeyer	Bennington	Douglas	5/3/2016	Certified Technician
243	Carolyn	O'Brien	North Platte	Lincoln	6/1/2017	Certified Technician
244	Kathie	O'Dell	Seward	Seward	8/24/2015	Certified Technician
245	Kelly	Oblinger	Beatrice	Gage	9/12/2016	Certified Technician
246	Mark	Odell	Red Cloud	Webster	6/23/2016	Certified Technician
247	Becky	Odvody	Omaha	Douglas	6/13/2015	Certified Technician
248	Peg	Ogea-Ginsburg	Lincoln	Lancaster	5/1/2017	Certified Instructor
249	Sheryl	Ohrt	Kearney	Buffalo	6/1/2017	Certified Instructor
250	Kaitlyn	Olson	Hildreth	Franklin	6/23/2016	Certified Technician
251	Amy	Osborne	Lincoln	Lancaster	9/7/2015	Certified Technician
252	Laura	Osborne	Auburn	Nemaha	5/1/2017	Certified Instructor
253	Jaclyn	Ostronic	Omaha	Douglas	8/24/2015	Certified Technician
254	Kate	Ott	La Vista	Douglas	8/26/2015	Certified Technician
255	Nathan	Parrish	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
256	Stacey	Pawling	Scribner	Dodge	8/24/2015	Certified Technician
257	Susan	Pawloski	Papillion	Sarpy	11/18/2016	Certified Technician
258	Jennifer	Penick	La Vista	Douglas	5/19/2016	Certified Technician
259	Ashley	Peters	Lincoln	Lancaster	10/1/2015	Certified Technician
260	Jessica	Peterson	Beatrice	Gage	7/15/2016	Certified Technician
261	Paula	Peterson	Wayne	Wayne	6/13/2015	Certified Technician
262	Allison	Pettit	Sidney	Cheyenne	4/27/2017	Certified Technician

263	Matt	Phillips	Columbus	Platte	4/27/2016	Certified Technician
264	Tim	Pickering	Lincoln	Lancaster	9/1/2017	Certified Instructor
265	Roy	Pinnt	Norfolk	Madison	6/17/2015	Certified Technician
266	Erin	Ponec	Papillion	Sarpy	6/16/2015	Certified Technician
267	Christy	Prang	Lincoln	Lancaster	10/1/2015	Certified Technician
268	Graciela	Quiroz	Fairbury	Jefferson	9/12/2016	Certified Technician
269	Melissa	Redding	West Point	Cuming	8/22/2016	Certified Technician
270	April	Reed	Columbus	Platte	8/5/2015	Certified Technician
271	Lori	Reed	Omaha	Douglas	6/30/2016	Certified Technician
272	Lisa	Reichter	Omaha	Douglas	5/10/2017	Certified Technician
273	Celeste	Reker	Fremont	Dodge	9/12/2016	Certified Technician
274	Rosalinda	Reyna	Omaha,	Douglas	8/24/2015	Certified Technician
275	Brandy	Rogers	Hastings	Adams	6/22/2015	Certified Technician
276	Jolene	Rosenkrans	O'Neill	Holt	8/5/2015	Certified Technician
277	Tracy	Rouse	Omaha	Douglas	8/19/2016	Certified Instructor
278	Allison	Rowden	Kearney	Buffalo	3/29/2016	Certified Technician
279	William	Rowell	Nebraska City	Otoe	9/26/2016	Certified Technician
280	Sara	Rue	Falls City	Richardson	9/12/2016	Certified Technician
281	Melissa	Rupp	Gering	Scotts Bluff	5/18/2016	Certified Technician
282	Scott	Rutten	Stanton	Stanton	11/1/2015	Certified Technician
283	Suzanne	Rutten	Stanton	Stanton	10/1/2015	Certified Instructor
284	Geneva	Ruzicka	Grand Island	Hall	6/26/2015	Certified Technician
285	Cassandra	Sager	Chadron	Dawes	4/18/2017	Certified Technician
286	April	Sando	Omaha	Douglas	5/3/2016	Certified Technician
287	Amy	Sanford	Lincoln	Lancaster	9/18/2016	Certified Technician
288	Jon	Sanko	Holdrege	Phelps	12/8/2015	Certified Technician
289	Brett	Sassali	Cozad	Dawson	6/23/2016	Certified Technician
290	Danica	Schaap	Omaha	Douglas	8/24/2015	Certified Technician
291	Lisa	Schawang	Falls City	Richardson	6/24/2016	Certified Technician
292	Christina	Scheer	Lincoln	Lancaster	6/30/2016	Certified Technician
293	Dionna	Schmidt	Fairbury	Jefferson	9/12/2016	Certified Technician
294	Jill	Schmidt	Geneva	Fillmore	4/18/2017	Certified Technician
295	Heather	Schoenholz	Imperial	Chase	6/13/2015	Certified Technician
296	Cecelia	Schrunk	Atkinson	Holt	8/23/2016	Certified Technician
297	Suzie	Schumaker	Omaha	Douglas	8/22/2016	Certified Technician
298	Monica	Sedlacek	Blue Springs	Gage	8/8/2015	Certified Technician
299	Amanda	Shannon	Lincoln	Lancaster	6/24/2016	Certified Technician
300	Stacy	Shoemaker	ONeill	Holt	10/1/2015	Certified Technician
301	Tiffany	Simon	Omaha	Douglas	9/12/2016	Certified Technician
302	Lori	Skarka	Kearney	Buffalo	6/23/2016	Certified Technician
303	Erin	Small	Kearney	Buffalo	4/18/2017	Certified Technician
304	Elizabeth	Smilie	Lincoln	Lancaster	9/12/2016	Certified Technician
305	Daniel	Smith	Blair	Washington	9/3/2015	Certified Technician
306	Jaclyn	Smith	Omaha	Douglas	5/1/2017	Certified Technician
307	Jill	Snyder	Lincoln	Lancaster	9/16/2016	Certified Technician
308	Dave	Soule	Kearney	Buffalo	3/29/2016	Certified Technician
309	Kamilah	Stapleton	Omaha	Douglas	1/27/2016	Certified Technician
310	Corri	Stearnes	Gretna	Sarpy	9/12/2016	Certified Technician
311	Daemon	Stevenson	Omaha	Douglas	8/22/2016	Certified Technician
312	Jennifer	Steventon	Papillion	Sarpy	8/26/2015	Certified Technician
313	Brian	Stolley	La Vista	Douglas	8/24/2015	Certified Technician
314	Melinda	Sturgill	Grand Island	Hall	6/1/2017	Certified Technician

315	Margaret	Svitak	Norfolk	Madison	6/1/2015	Certified Technician
316	Jill	Svoboda	Norfolk	Madison	4/28/2017	Certified Technician
317	Roseanna	Terrell	Bridgeport	Morrill	3/29/2016	Certified Technician
318	Suzane	Terrell	Sidney	Cheyenne	3/29/2016	Certified Technician
319	Shawn	Thallas	Blair	Washington	10/1/2015	Certified Technician
320	Christa	Thelen	Omaha	Douglas	9/12/2016	Certified Instructor
321	Jessica	Thomas	Aurora	Hamilton	6/23/2016	Certified Technician
322	Neal	Thomas	Plattsmouth	Cass	5/30/2015	Certified Technician
323	Charlene	Thome	Omaha	Douglas	11/1/2015	Certified Technician
324	Dixie	Thompson	Chadron	Dawes	4/27/2017	Certified Technician
325	Ruthi	Thompson	Lincoln	Lancaster	10/1/2015	Certified Technician
326	Timothy	Tichy	Omaha	Douglas	5/10/2017	Certified Instructor
327	Jamie	Tinsman	Hastings	Adams	6/24/2015	Certified Technician
328	Stephanie	Tinsman	Hastings	Adams	10/8/2016	Certified Technician
329	Sofia	Toben	Fremont	Dodge	8/26/2016	Certified Technician
330	Ladonna	Tool	Lincoln	Lancaster	6/1/2017	Certified Instructor
331	Karen	Triplett	Kearney	Buffalo	10/1/2015	Certified Technician
332	Anna	Turman	Chadron	Dawes	11/1/2015	Certified Technician
333	Monica	Ulses	Papillion	Sarpy	8/26/2015	Certified Technician
334	Brandy	Urbanec	Lincoln	Lancaster	6/24/2016	Certified Technician
335	Hector	Uribe	Omaha	Douglas	8/24/2015	Certified Technician
336	Brenda	Urrutia	Omaha	Douglas	4/27/2016	Certified Technician
337	Mark	Van Horn	Chadron	Dawes	4/1/2017	Certified Instructor
338	Natalie	Vance	Boys Town	Douglas	8/15/2016	Certified Technician
339	Sharon	Vandegrift	Fairbury	Jefferson	8/1/2015	Certified Technician
340	Amy	Vandenbosch	Omaha	Douglas	8/22/2016	Certified Technician
341	Charlotte	Vaughan	Chadron	Dawes	5/18/2016	Certified Technician
342	Kelley	Vincentini	Omaha	Douglas	8/22/2016	Certified Technician
343	Martha	Vinge-Sheridan	Sutton	Clay	8/1/2017	Certified Technician
344	Amanda	Voborny	Ogallala	Keith	5/8/2016	Certified Technician
345	Linda	Waldron	Hastings	Adams	8/1/2015	Certified Technician
346	Jamie	Wallace	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
347	Verlene	Watson	Superior	Nuckolls	6/1/2017	Certified Technician
348	Lori	Watts	Doniphan	Hall	10/23/2016	Certified Technician
349	Leigh	Webber	Superior	Nuckolls	5/1/2017	Certified Technician
350	Lynisha	Weeda	Sidney	Cheyenne	2/18/2016	Certified Technician
351	Stephanie	Wegner	Scribner	Dodge	6/23/2016	Certified Technician
352	Michelle	Weimer	Sidney	Cheyenne	9/11/2015	Certified Technician
353	Rachel	Werner	Syracuse	Otoe	10/16/2015	Certified Technician
354	Carrie	West	Norfolk	Madison	9/1/2015	Certified Technician
355	Michelle	Westengaard	Omaha	Douglas	8/22/2016	Certified Technician
356	Mandi	Wiarda	Omaha	Douglas	8/26/2016	Certified Technician
357	Rhonda	Wicht	Lincoln	Lancaster	6/23/2016	Certified Technician
358	Jessica	Wiese	Omaha	Douglas	8/26/2016	Certified Technician
359	Michelle	Wiggins	Lincoln	Lancaster	9/21/2016	Certified Technician
360	Kim	Wilken	Omaha	Douglas	10/22/2015	Certified Technician
361	Sarah	Williamson	Auburn	Otoe	9/12/2016	Certified Technician
362	Marilyn	Wilson	McCook	Red Willow	6/17/2015	Certified Technician
363	Jay	Wingler	Omaha	Douglas	8/26/2016	Certified Technician
364	Tina	Wright	Lincoln	Lancaster	10/1/2015	Certified Technician
365	Jennifer	Young	Omaha	Douglas	8/22/2016	Certified Technician
366	Kimberly	Yungdahl	Osceola	Polk	8/23/2016	Certified Technician

Nebraska Occupant Protection Laws

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

Legal Citations

§60-6,267 and 60-6,270 - Requirement for all occupants to be secured in a seat belt or age appropriate child restraint
§60-6,267 and 60-6,270 - Coverage of all passenger motor vehicles
§60-6,268 and 60-6,272 - Maximum fine of at least $25
§60-6,267 and 60-6,270 - Exemptions from restraint requirements

Nebraska Seat Belt Enforcement Plan

The Seat Belt Enforcement Plan includes a proven combination of public information and education supported by a proactive law enforcement effort throughout FY2016.

Nebraska recruits every law enforcement agency (sheriffs, police, and the State Patrol) to participate in the national "*Click It or Ticket*" enforcement mobilization of May 23 – June 5, 2016, with special emphasis in the 22 priority counties (represents 80.5% of the state's population) among all 93 counties. Grant funding requires that 50% of the hours of nighttime enforcement. See page 23 for more information on the E-BE Enforcement Plan.

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

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

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

The NOHS also provides assistance to agencies that are conducting special enforcement operations to increase seat belt use in their areas by offering to conduct pre and post observational surveys to measure the impact.

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

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

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

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

Nebraska High Risk Population Countermeasure Program

From 2009 and 2013 the Nebraska observed belt use rate ranged from a low in 2007 of 79% to a high of 85% in 2009. During this period there were 453 unbelted vehicle occupant fatalities. This accounts for 45% (453 of 1,017) of all traffic deaths during the five year period.
83% (376 of 453) of the unbelted vehicle occupant fatalities occurred in rural areas
57% (265 of 453) of the unbelted vehicle occupant fatalities occurred on local roadways
66% (301 of 453) of the unbelted vehicle occupant fatalities were male
43% (196 of 453) of the unbelted vehicle occupant fatalities were males between the ages of 16 and 44
37% (166 of453) of the unbelted vehicle occupant fatalities occurred between the hours of 9:00 p.m. and 6:00 a.m.
55% (249 of 453) of the unbelted vehicle occupant fatalities were recorded on Friday through Sunday
69% (314 of 453) of the unbelted vehicle occupant fatalities resulted from single vehicle run-off-the road crashes.

Nebraska Identified High Risk Driver Countermeasure Efforts

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

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

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

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

The NOHS has prioritized the top 22 counties with the most fatal and injury crashes for FY2016. The local law enforcement agencies (sheriffs and police departments), along with the NSP are given priority consideration for working locations in these counties. The high risk teens and young adult drivers with nighttime and weekend enforcement strategies are emphasized.

Nebraska Comprehensive Occupant Protection Program

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

Child Passenger Safety (CPS)

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

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

The NOHS facilitates and provides funding support for an Annual CPS Instructor and Technician Update. The number of CPS instructors and technicians has consistently remained between 350 and 400 which is sufficient to serve the state's needs.

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

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

With the 2014 State of Nebraska observed child passenger safety seat use rate at 96.9% with 95.3% of those children riding in the rear seats, the effectiveness of the CPS messaging and activity is excellent.

Seat Belts

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

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

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

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

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

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

The state's most recently conducted seat belt use observation survey results indicated that 79.0% of the drivers and front seat passengers were using seat belts. The rate has leveled off since 2007 with rates fluctuating between a low of 79% to a high of 85%. With an error rate of +/- 2.5%, it would appear that the actual use rate may be about 81%.

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

Occupant Protection Assessment

An Occupant Protection Assessment of the State of Nebraska occupant protection program was conducted on June 16 – 20, 2014, and a draft report was issued to the Nebraska Office of Highway Safety on June 20, 2014.

Section 405 Application – Part 2: State Traffic Safety Information System Improvement (23 CFR 1200.22)

MAP-21 Maintenance of Effort (MOE) Requirement

The MAP-21 provision requires the State to maintain its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011 to qualify for certain highway safety funding under Section 405 grants. As a condition of receiving grant funds, States will be required to certify in the Section 405 Grant Applications that they meet the applicable MOE requirements.

Nebraska continues to mainitain its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011. On March 27, 2015, NOHS submitted the State's FY2014 MOE, as required, to NHTSA. On April 14, 2015, the Nebraska FY2014 MOE Summary Calculations were accepted by NHTSA.

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Nebraska Traffic Records Coordinating Committee Charter

Section 1: The Nebraska Traffic Records Coordinating Committee (TRCC) was established in 2006, under the authority and direction of the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR).

Section 2: The TRCC has been created as an ad hoc group of key multidisciplinary Nebraska highway Safety and traffic records system data collectors, custodians, operators, and users that have review and approval authority with respect to Nebraska highway safety data and traffic records systems, the technologies used to keep such systems current, TRCC membership, the TRCC coordinator, and changes in the Nebraska multi-year Traffic Record System Strategic Plan.

Section 3: The TRCC will monitor and evaluate the progress of the specified goals and objectives that have been identified in the multi-year strategic plan and make adjustments in performance measures where and when they deem it to be appropriate. The TRCC will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in the administration, collection, and use of highway safety data and traffic records.

Section 4: The TRCC will be sponsored by the GR and the Nebraska Office of Highway Safety (NOHS). The NOHS Administrator has been designated by the GR as the official TRCC Coordinator. The NOHS Administrator has assigned the NOHS traffic records grant project manager to plan, organize, and facilitate the TRCC meetings with input from other stakeholder members. The TRCC activity will be funded by the NOHS.

Section 5: The stakeholder members of the TRCC are agency representatives from the Nebraska: Department of Roads, Department of Health and Human Services, Department of Motor Vehicles, Court Administrator, and Commission on Law Enforcement and Criminal Justice. Additional stakeholder members include representatives from local police departments and sheriff's offices. Other partner members include representatives from the Nebraska Hospital Association, the Nebraska Attorney General, University of Nebraska, local health departments, insurance organizations, local traffic engineers, among others.

Section 6: The identified key Stakeholder member representatives have agreed to biannually submit signed documents confirming their continued support and commitment to participate on the TRCC.

Section 7: The TRCC will hold meetings at least three times annually. Meetings will include reports of: traffic record system project improvements; progress with recommendations from the most recently completed Nebraska Traffic Records Assessment; and strategic planning activity.

Governor's Highway Safety Representative/Director
State Engineer, Nebraska Department of Roads

6/19/15
Date

State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support Documents

Dave Heineman
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Randall D. Peters, P.E., *Director – State Engineer*

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transportation.nebraska.gov/nohs/

State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Department of Health and Human Services

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to continue to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

As a major stakeholder, we recognize that shared traffic records information is integral to reduce the number of fatalities and injuries on the roadways of Nebraska. Our participation has and will continue to provide guidance on the necessary contents, capabilities, and quality of data in an overall Nebraska traffic records system.

Our agency's representation on the TRCC has provided an ongoing contribution to the preparation of the annual Nebraska Traffic Records Strategic Plan for submission to the National Highway Traffic Safety Administration (NHTSA).

Dean J. Cole 3-19-13 DEAN J. Cole

Signature of Agency Representative Date Printed Name

Nebraska EMS/Trauma Program Administrator

Title

An Equal Opportunity/Affirmative Action Employer

BUCKLE UP — SAVES LIVES!

STATE OF NEBRASKA
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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Nebraska State Patrol

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Signature of Agency Representative | 6/15/15 Date | BRAD RICE Printed Name

Colonel - NSP
Title

An Equal Opportunity Employer

BUCKLE UP — SAVES LIVES!

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DEPARTMENT OF ROADS

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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Department of Roads

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	6/19/15	Kyle Schneweis
Signature of Agency Representative	Date	Printed Name

Director

Title

An Equal Opportunity Employer

BUCKLE UP — SAVES LIVES!

Dave Heineman
Governor

STATE OF NEBRASKA
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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Department of Motor Vehicles

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to continue to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

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Our agency's representation on the TRCC has provided an ongoing contribution to the preparation of the annual Nebraska Traffic Records Strategic Plan for submission to the National Highway Traffic Safety Administration (NHTSA).

Rhonda K. Lahm — 3/6/13 — Rhonda K. Lahm

Signature of Agency Representative — Date — Printed Name

Director, Ne Dept of Motor Vehicles

Title

An Equal Opportunity/Affirmative Action Employer

BUCKLE UP — SAVES LIVES!

Dave Heineman
Governor

STATE OF NEBRASKA
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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Commission on Law Enforcement and Criminal Justice

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to continue to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

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Darrell Fisher 06 June 2014 Darrell Fisher

Signature of Agency Representative Date Printed Name

Executive Director, Nebraska Commission on Law Enforcement & Criminal Justice

Title

Dave Heineman
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Randall D. Peters, P.E., Director – State Engineer

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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

State Court Administrator

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to continue to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

As a major stakeholder, we recognize that shared traffic records information is integral to reduce the number of fatalities and injuries on the roadways of Nebraska. Our participation has and will continue to provide guidance on the necessary contents, capabilities, and quality of data in an overall Nebraska traffic records system.

Our agency's representation on the TRCC has provided an ongoing contribution to the preparation of the annual Nebraska Traffic Records Strategic Plan for submission to the National Highway Traffic Safety Administration (NHTSA).

Corey R. Steed 6/5/14 Corey R. Steed

Signature of Agency Representative Date Printed Name

Nebraska State Court Administrator

Title

Dave Heineman
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Randall D. Peters, P.E., Director - State Engineer

NEBRASKA OFFICE OF HIGHWAY SAFETY
PO Box 94612 • Lincoln NE 68509-4612
Phone (402)471-2515 • FAX (402)471-3865
transportation.nebraska.gov/ochs/

State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Department of Health and Human Services

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to continue to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

As a major stakeholder, we recognize that shared traffic records information is integral to reduce the number of fatalities and injuries on the roadways of Nebraska. Our participation has and will continue to provide guidance on the necessary contents, capabilities, and quality of data in an overall Nebraska traffic records system.

Our agency's representation on the TRCC has provided an ongoing contribution to the preparation of the annual Nebraska Traffic Records Strategic Plan for submission to the National Highway Traffic Safety Administration (NHTSA).

Ming Qu 03/08/2013 ming Qu

Signature of Agency Representative | Date | Printed Name

Unit Administrator

Title

An Equal Opportunity/Affirmative Action Employer

BUCKLE UP -- NO SAVES LIVES!

Dave Heineman
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Randall D. Peters, P.E., *Director – State Engineer*

NEBRASKA OFFICE OF HIGHWAY SAFETY
PO Box 94612 • Lincoln NE 68509-4612
Phone (402)471-2515 • FAX (402)471-3865
transportation.nebraska.gov/nohs/

State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Lancaster County Sheriff's Office

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

As a major stakeholder, we recognize that shared traffic records information is integral to reduce the number of fatalities and injuries on the roadways of Nebraska. Our participation has and will continue to provide guidance on the necessary contents, capabilities, and quality of data in an overall Nebraska traffic records system.

Our agency's representation on the TRCC has provided an ongoing contribution to the preparation of the annual Nebraska Traffic Records Strategic Plan for submission to the National Highway Traffic Safety Administration (NHTSA).

Signature of Agency Representative	Date	Printed Name
Terry T. Wagner	March 6, 2013	Terry T. Wagner

Lancaster County Sheriff

Title

Dave Heineman
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Randall D. Peters, P.E., Director – State Engineer

NEBRASKA OFFICE OF HIGHWAY SAFETY
PO Box 94612 • Lincoln NE 68509-4612
Phone (402)471-2515 • FAX (402)471-3865
http://dot.state.ne.us/nohs/index.htm

State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Omaha Police Department

As a participating member of the Nebraska Traffic Records Coordinating Committee, we agree to continue to be involved in the interagency, intergovernmental steering committee, known as the TRCC.

As a major stakeholder, we recognize that shared traffic records information is integral to reduce the number of fatalities and injuries on the roadways of Nebraska. Our participation has and will continue to provide guidance on the necessary contents, capabilities, and quality of data in an overall Nebraska traffic records system.

Our agency's representation on the TRCC has provided an ongoing contribution to the preparation of the annual Nebraska Traffic Records Strategic Plan for submission to the National Highway Traffic Safety Administration (NHTSA).

Todd R. Schmoderer 8 MAR 13 Todd R. Schmoderer

Signature of Agency Representative | Date | Printed Name

Chief of Police - City of Omaha

Title

An Equal Opportunity/Affirmative Action Employer

BUCKLE UP – DOT SAVES LIVES!

Nebraska Traffic Records Coordination Committee Members

As of June 2015

	Name	Agency	Function
1	Ariza, Greg	Attorney General's Office	Assistant Attorney General
2	Bolzer, Drew	Lancaster County Sheriff's Office	
3	Caha, Deb	Nebraska Crime Commission	Citation/Adjudication
4	Cannon, Sherri	National Highway Traffic Safety Administration	
5	Cole, Dean	Department of Health and Human Services	EMS/Injury Surveillance
6	Connolly, Sheryl	Administrative Office of the Courts	Citation/Adjudication
7	Cooper, Rachel	Department of Health and Human Services	Health Data Coordinator
8	Donscheski, Doug	Nebraska State Patrol - Motor Carrier Enforcement	Crash/Vehicle/Driver
9	Dostal, Shane	Lincoln Public Works	Roadway/City Crash Records
10	Eichkorn, Robert	National Highway Traffic Safety Administration	
11	Frederick, Steve	Lancaster County Health Department	
12	Fuller, Doug	Department of Health and Human Services	EMS/Injury Surveillance
13	Grant, Bob	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
14	Gu, Ran	Department of Health and Human Services	EMS/Injury Surveillance
15	Han, Guangming	Department of Health and Human Services	EMS/Injury Surveillance
16	Huang, Huang	Department of Health and Human Services	EMS/Injury Surveillance
17	Johnson, Betty	Nebraska Department of Motor Vehicles	Citation/Adjudication
18	Kearns, Linda	Nebraska Office of Highway Safety	Traffic Safety Specialist
19	Khattak, Aemal	University of Nebraska - Lincoln	Safety Research
20	Kovarik, Bill	Nebraska Office of Highway Safety	Traffic Safety Specialist
21	Leavitt, Lt. Jay	Omaha Police Department	
22	Letcher, Paul	Nebraska Office of Highway Safety	Traffic Safety Specialist
23	Newman, Ian	University of Nebraska - Lincoln	
24	Newmyer, Ashley	Department of Health and Human Services	EMS/Injury Surveillance
25	O'Rourke, Sara	Nebraska Department of Motor Vehicles	Driver
26	Osborn, Mark	Nebraska Department of Roads	Engineer
27	Overton, Michael	Nebraska Crime Commission	Citation/Adjudication
28	Owings, Sean	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
29	Perry, John	Federal Highway Administration	
30	Podany, Diane	Federal Highway Administration	
31	Qu, Ming	Department of Health and Human Services	EMS/Injury Surveillance
32	Rowoldt, Steve	Nebraska Supreme Court - Probation	Citation/Adjudication
33	Rutledge, Sue	Nebraska Supreme Court - Court Services	Citation/Adjudication
34	Safranek, Tom	Department of Health and Human Services	EMS/Injury Surveillance
35	Shell, Duane	University of Nebraska - Lincoln	
36	Sherdon, Noelie	Nebraska Department of Motor Vehicles	Citation/Adjudication
37	Siebenneicher, Wesley	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
38	Smith, Shane	Nebraska Supreme Court - Court Services	IT Business System Analyst
39	Sokolik, Lt. John	Omaha Police Department	
40	Staley, Rick	Nebraska Department of Administrative Services	IT Developer - Driver
41	Stanczyk, Russ	Nebraska State Patrol	Citation/Adjudication
42	Stinson, Becky	Nebraska Office of Highway Safety	Traffic Safety Specialist
43	Tyser, Dave	Nebraska Department of Roads	BTSD
44	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	Driver
45	Waddle, Dan	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
46	Wagner, Sheriff Terry	Lancaster County Sheriff's Office	Sheriff
47	Wolfe, Lisa	Nebraska Department of Motor Vehicles	Administrative Assistant
48	Zwonechek, Fred	Nebraska Office of Highway Safety	Administrator

Nebraska Traffic Records Coordination Committee Meeting Schedule

Past Meetings	**Schedule FY2015 Meetings**
September 25, 2014	September 24, 2015
January 22, 2015	December 17, 2015
April 22, 2015	February 25, 2016

Nebraska State's Traffic Records Coordinator

The Nebraska Office of Highway Safety Administrator, Fred E Zwonechek has been designated by the Governor's Representative as the official Traffic Records Coordinating Committee Coordinator.

Nebraska Traffic Safety Information System Strategic Plan

Click on the attached link to review a copy of "Nebraska Traffic Safety Information System Strategic Plan – April 22, 2015" prepared by Nebraska's Traffic Records Coordination Committee.
Note: The NHTSA Traffic Records Assessment can be found on Page 7 of the Strategic Plan and is still operating within the five years of the Assessment. The Assessment will be completed in FY2016.

AGENDA

TRAFFIC RECORDS COORDINATING COMMITTEE
September 25, 2014
10:00 – 11:30 AM

Nebraska Department of Roads
5001 South 14th Street
Operations Building, Room 110
(same location as Nebraska Office of Highway Safety)

Welcome and Introductions:

Fred Zwonechek

Sign – In Sheet

Topics for Discussion:

Fred Zwonechek: Section 405c Information – Funding Updates

Nebraska Traffic Record Project/Activity Reports:

Reporting Activity for the period June – September 2014

1. E-Citation Automation (Crime Commission)
2. Drivers E-Crash Reporting System (DOR)
3. EMS Data Quality Assessment (DHHS)
4. Crash Outcome Data Evaluation (CODES) (DHHS)
5. E-CODES Data Quality Assessment (DHHS)
6. Additional Traffic Record Reports (DMV, Courts, Enforcement, etc.)

Open Topics:
Any other related questions or information requests.

Next meeting date – To Be Determined (likely March)

Adjourned

NEBRASKA OFFICE OF HIGHWAY SAFETY
Nebraska Traffic Records Coordinating Committee Meeting Minutes
September 25, 2014
www.transportation.nebraska.gov/nohs

WELCOME AND INTRODUCTIONS
Fred Zwonechek began the committee meeting with a welcome and introductions.

INTRODUCTIONS
Dostal, Shane, City of Lincoln (Public Works)
Grant, Bob, Nebraska Department of Roads (NDOR)
Gu, Ran, DHHS
Han, Guangming, DHHS
Huang, Huang, DHHS
Kearns, Linda, NOHS
Letcher, Paul, NOHS
Overton, Mike, Nebraska Crime Commission
Owings, Sean, NDOR
Stanczyk, Russ, State Patrol
Stinson, Becky, NOHS
Tyser, Dave, NDOR
Waddle, Dan, NDOR
Wolfe, Lisa, DMV
Zwonechek, Fred, NOHS

Next Traffic Records Coordinating Committee Meeting Date:
To be determined – possibility March, 2015

Announcements:
Fred Zwonechek gave an overview of the 405c Traffic Records funding situation. Congress has passed a Continuing Resolution which funds federal programs through December 11, 2014 at the same levels as FY2014. At that point Congress will need to either pass new appropriation bills or another Continuing Resolution. The Traffic Records funds will need to be allocated to the projects. Hopefully there will be enough funds to reimburse the grants. Nebraska, along with a lot of other states, doesn't qualify for Graduated Drivers Licensing or Ignition Interlock funding. This money is usually divided among all the states and goes into Occupant Protection and Traffic Records categories.

408-14-01/405c-14-01 E-Citation Automation (Nebraska Crime Commission)
Mike Overton, Project Manager of the E-Citation project, reported the mapping component for crash records has gone live on NCJIS. As of September, Buffalo County Sheriff's Office and Kearney Police Department are live with e-Citations and the Omaha Police Department is moving ahead with e-Citations. (See attached 408-14-01/ 405c-14-01 Report.)

405c-14-02 Drivers E-Crash Reporting System (Nebraska Department of Roads)
Sean Owings reported on the progress of the Drivers E-Crash Reporting System. At this time they have completed the user interface screens and are now working on completing the data and image migration process. The project is on schedule with a production release for the first quarter of 2015. They would like to have people access the website, https://www2.dor.state.ne.us/EAF2/Dashboards.aspx, and give them feedback.

Omaha Police Department has finished its PortalOne project, allowing them to collect all vehicle crash reports at the scene of the crash, via an electronic process. While they can collect the vehicle crash data electronically, they have no way to transmit this data to NDOR. Their crash reports are still submitted on paper. In FY2015, NDOR will contract with FATPOT Inc. to write an XML interface which is needed to connect Omaha Police Department's PortalOne System with NDOR's website. This should be completed in the first quarter of FY2015 then 70% of the

crash reports will be submitted electronically. (See attached 405c-14-02 Report.)

405c-14-11 EMS Data Quality Assessment (Department of Health and Human Services)
Ran Gu reported on the EMS Data Quality Assessment Project and provided a table on the Quality Control Measurements for 2013/2014 EMS Data. The 2014 EMS data for Omaha has been received and checked for January to July. December 15, 2014 is the deadline for having the new EMS data in place. They are working on a data request on Helicopter Usage in Nebraska. (See attached 405c-14-11 report.)

405c-14-14 Nebraska CODES (DHHS)
Ran Gu reported on the Nebraska CODES project. The CODES Advisory Committee meeting was held in July. Monthly CODES team meeting and bi-weekly one-on-one meetings are held to review work progress and make short–term and long–term plans. They have received the 2013 crash dataset and finished data checking, data cleaning and standardization of 2013 crash data. Two abstracts, "Older drivers and motor vehicle crashes in Nebraska" and "EMS Data Quality Assessment and Improvement, 2012" have been submitted and accepted for the 2014 International Traffic Records Forum which will be held at St. Louis, MO on October 26 - 29, 2014. (See attached report 405c-14-15 for more information.)

405c-14-15 E-CODES Data Quality Assessment (DHHS)
Guangming Han reported on the E-CODE Data Quality Assessment project. She reported that the 2014 data was received from January to June. The 2014 second quarterly reports were made and distributed to each hospital. They received two follow-up emails from Great Plains Health and Lexington Regional Health Center. (See attached 405c-14-15).

Non- Funded Traffic Records Member Reports:

Dean Cole reported on the Nebraska Ambulance Service:

- December 15, 2014 all licensed Nebraska Ambulance Service will be required by state statute, rule and regulation to report all pre-hospital patient data electronically within 72 hours of the time of the incident to the Department of Health and Human Services (DHHS), Emergency Medical Services (EMS) Program.
- All reported pre-hospital patient data must be electronically compliant with the National Emergency Medical Services Information system (NEMSIS) and the Nebraska Ambulance Rescue Service Information System (NARSIS).
- Nebraska licensed ambulance services have been given two years to comply with the new law which will be implemented December 15, 2014.
- Doug Fuller, Sharon Steele and Carol Jorgensen have completed the Nebraska Data Dictionary which will be NEMSIS compliant.
- The Nebraska EMS/Trauma Program will be implementing NEMSIS Version Three pre-hospital electronic data collection system November 1, 2014.
- Nebraska ambulance services will not be required to fully comply with the Version Three system until July 1, 2015.
- Nebraska ambulance services may implement Version Three before the July 1, 2015 deadline if they wish. Once they implement Version Three they will not be able to return to Version Two.
- There are 100 Nebraska Ambulance Services who currently do not report pre-hospital patient data electronically. Nebraska EMS/Trauma Program staff are encouraging and working with these ambulance services to become trained so they will be compliant with the law December 15, 2014.
- After December 1, 2014, Nebraska EMS/Trauma staff will be conducting trainings for licensed ambulance services to be trained in Version Three.
- There are 328 ambulance services, which are 80% volunteers.
- There about 15 helicopter companies which response to crashes. This is getting to be a concern for safety with more than one showing up at the scene.

Fred wanted to know when would be the best time to have additional information placed on the crash reports. He would like to see more good quality data collected on distracted driving and speed-related crashes. Bob Grant

said they need to know if people are interested in revising the crash form.

Lisa Wolfe, Department of Motor Vehicles, indicated the Financial Responsibility division now has the Ignition Interlock Process online – which includes installation/removal certificates submitted by approved providers, the application the driver must submit, authorization process (if all requirements are on file) and some drivers are eligible to have their permits issued online. She also indicated they are "working" on the electronic process for ALR & recall (still in development – don't know when it will be completed).

In September 2015, Nebraska will have another Traffic Records Assessment. This assessment will be electronic. There will be two assessors for each category who will review the responses to the questionnaires. NOHS will be providing information from the last assessment.

The State Patrol is still working to finalize e-Citations on the PortalOne System. This will make it easier to search citations and there will be a much better audit trail with more accountability and accuracy.

Meeting adjourned.
Any corrections or additions will be noted at the next meeting.

408-14-01/405c-14-01 E-Citation Automation

Traffic Records Coordinating Committee
September 25, 2014
Michael Overton
Nebraska Crime Commission

Major activities for the period include the following.

1. The mapping component for crash records has gone live on NCJIS.
    a. This uses the crash data and available mapping points from Roads.
    b. Statewide mapping of the crashes is available as well as search options for users.
        i. Data can be narrowed down by things such as crash type, agency, county, city time and fatalities.
        ii. Graphing of statistics is also available.
2. The Omaha Police Department is moving ahead with eCitations.
    a. We are working on a contract to help complete the project by funding printers and other equipment needed for motorcycles.
    b. We are working to both move the data of NSP's citations to Omaha as well as move OPD citation data to NCJIS.
3. Buffalo County Sheriff and Kearney Police went live with eCitations the beginning of September.
    a. They are using TraCS (as does NSP).
    b. We had to make tweaks to get things operating smoothly for local agencies.
    c. We will pursue other local agencies interested in TraCS.

405c-14-02 - Drivers E-Crash Reporting System

Drivers' E-Crash Reporting System - September 2014 TRCC status report

Drivers' E-Crash Reporting System – Electronic DR41 form

Since the last TRCC meeting in June, Databank has continued to code the Drivers' E-Crash Reporting System. To date they have completed the user interface screens (Images 1,2,3 below) and are now working on completing the data and image migration process. The project is still on schedule, with a production release date planned for the first quarter of 2015. Once completed, the DR41 system will not only allow the general public to directly enter their vehicle crash reports electronically, it will also allow the vehicle crash data to be validated at the source, resulting in an overall cleaner data set and a reduction in the amount of time needed to enter the data. This reduction will be directly relational to the number of users of the new electronic system. Efforts have also started to determine how NDOR will advertise this new service to the public.

Feel free to access the test site and give us your feedback:

https://www2.dor.state.ne.us/EAF2/Dashboard.aspx

Omaha Crash Reporting System – XML Data Mapping

The Omaha Police Department (ODP) has finished its PortalOne project, allowing them to collect all vehicle crash reports at the scene of accident, via an electronic process. While they now have the ability to collect vehicle crash data electronically, they have no way to transmit this data to NDOR. This lack of an electronic submittal process has forced OPD to continue to report to us on paper. To address this issue, NDOR contracted with FATPOT Inc. to write the XML interface needed to connect OPD's PortalOne system with NDORs' web service. Once this data linking system has been completed (first quarter 2015) Omaha's vehicle crash reports will be validated against NDORs' xml schema and transmitted to NDOR. This electronic data transmittal process will ensure that incoming investigator report data meets NDORs' minimum reporting requirements, resulting is cleaner more complete data and faster data entry time.

Image #1

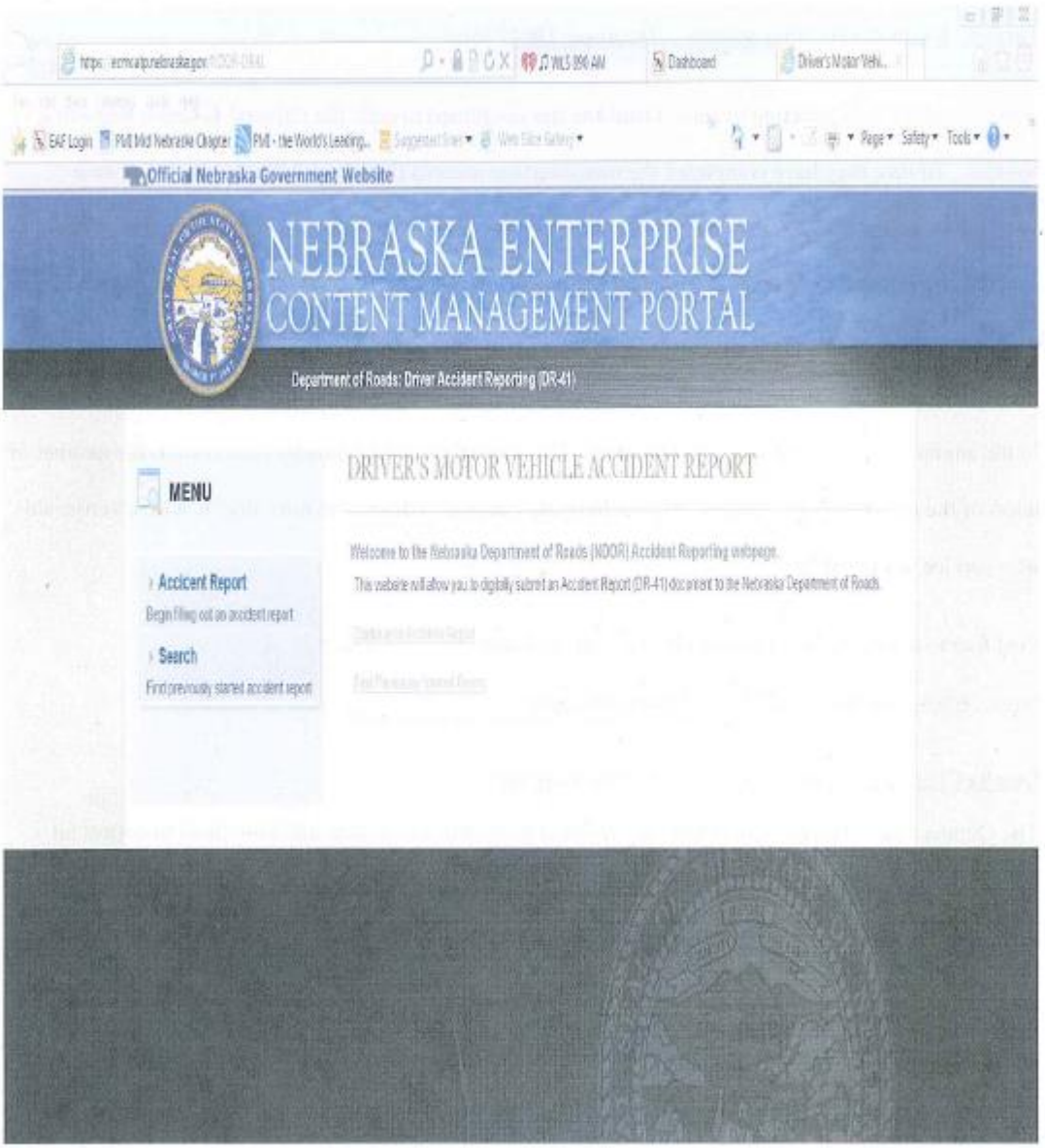

Official Nebraska Government Website
NEBRASKA ENTERPRISE
CONTENT MANAGEMENT PORTAL
Department of Roads: Driver Accident Reporting (DR-41)
MENU
Accicent Report
Begin filing out an accident report
Search
Find previously started accident report
DRIVER'S MOTOR VEHICLE ACCIDENT REPORT
Welcome to the Nebraska Department of Roads (NDOR) Accident Reporting webpage.
This website will allow you to digitally submit an Accident Report (DR-41) document to the Nebraska Department of Roads.

Image #2

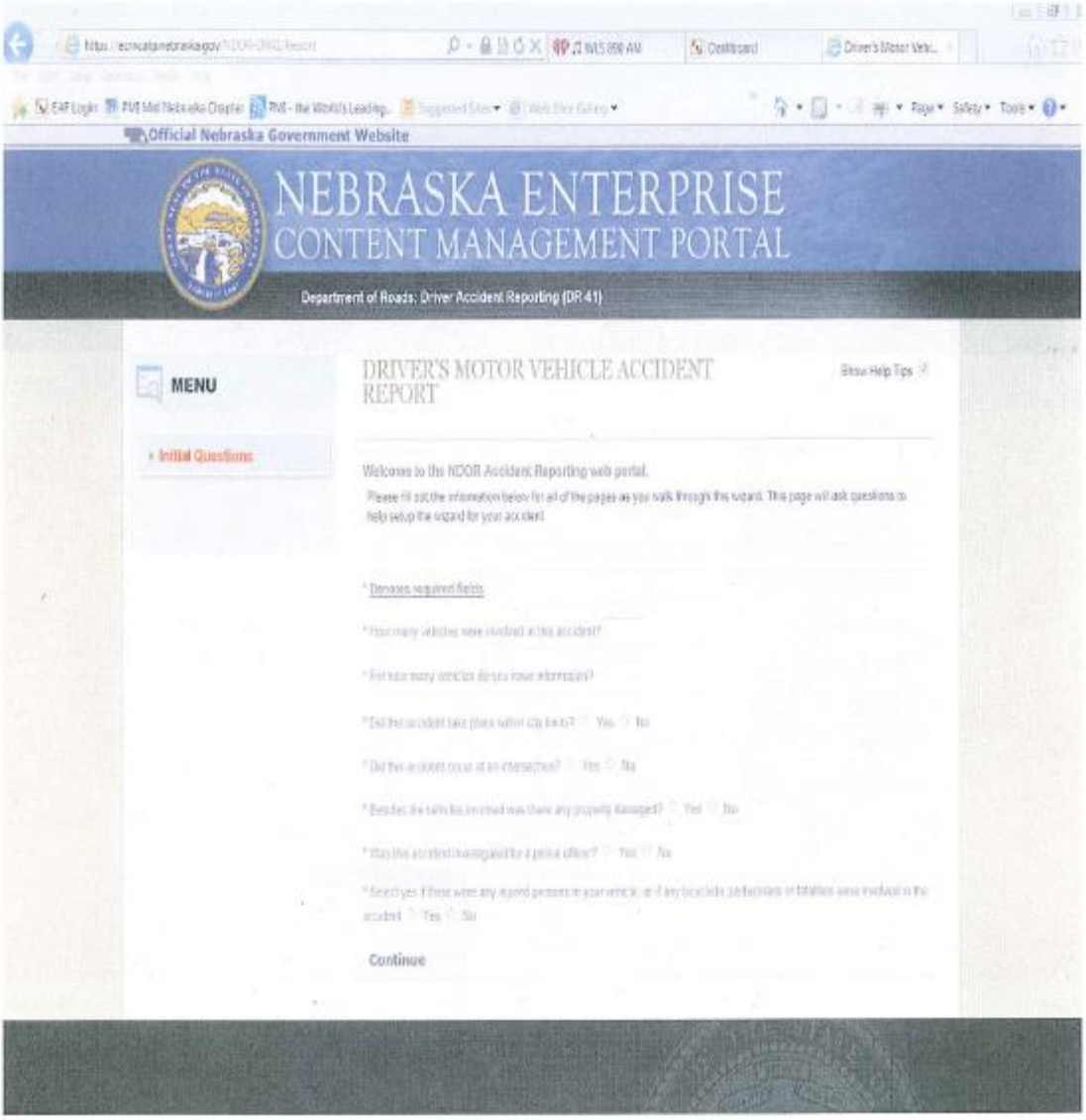
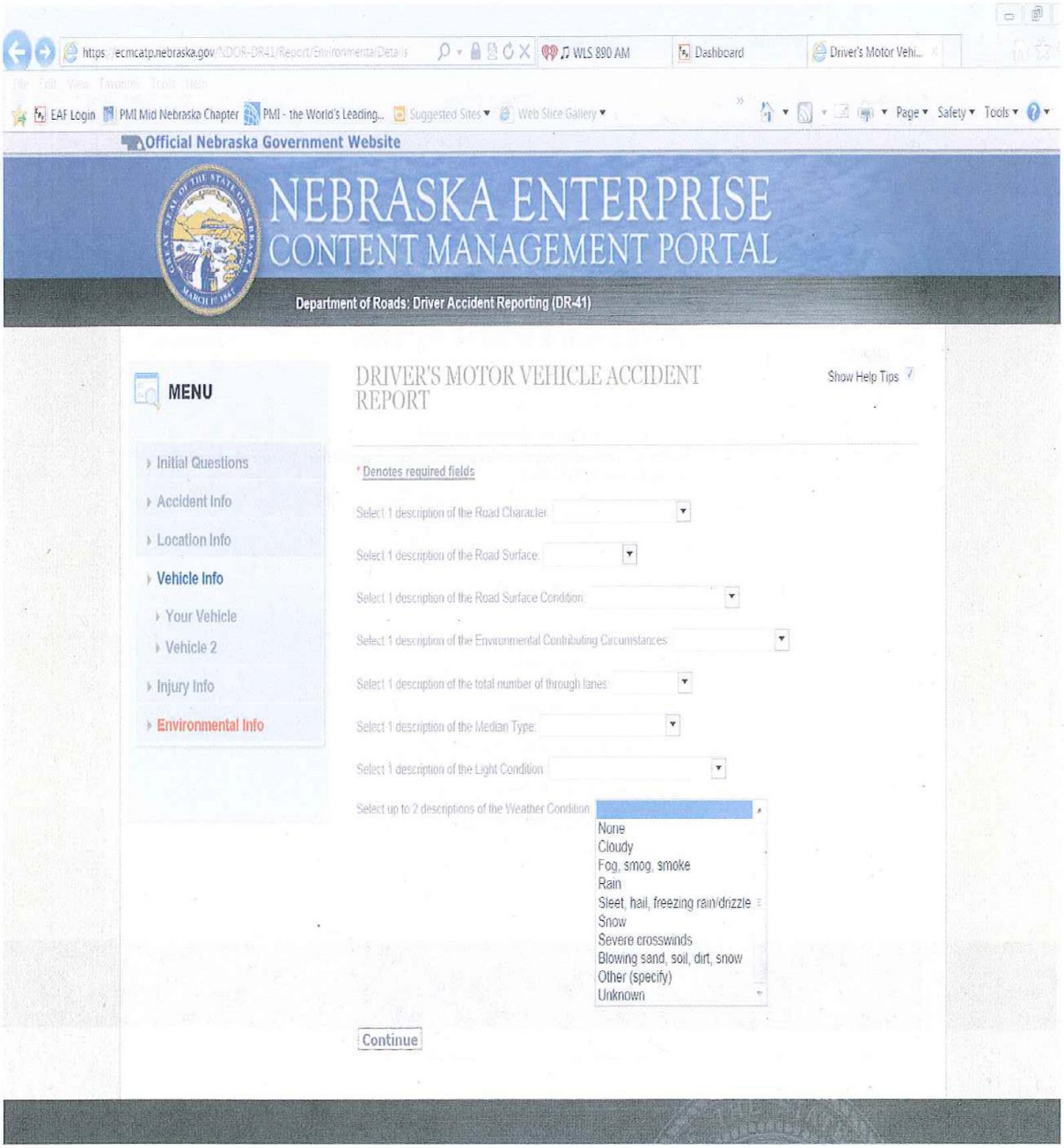

Official Nebraska Government Website
NEBRASKA ENTERPRISE
CONTENT MANAGEMENT PORTAL
Department of Roads: Driver Accident Reporting (DR 41)
MENU
Initial Questions
DRIVER'S MOTOR VEHICLE ACCIDENT REPORT
Show Help Tips
Welcome to the NDOR Accident Reporting web portal.
Continue

Image #3


https://ecmcatp.nebraska.gov/%DOR-DR41/Report/Environmental/Details
WLS 890 AM
Dashboard
Driver's Motor Vehi...
EAF Login
PMI Mid Nebraska Chapter
PMI - the World's Leading...
Suggested Sites
Web Slice Gallery
Page
Safety
Tools
Official Nebraska Government Website
NEBRASKA ENTERPRISE
CONTENT MANAGEMENT PORTAL
Department of Roads: Driver Accident Reporting (DR-41)
MENU
Initial Questions
Accident Info
Location Info
Vehicle Info
Your Vehicle
Vehicle 2
Injury Info
Environmental Info
DRIVER'S MOTOR VEHICLE ACCIDENT REPORT
Show Help Tips
* Denotes required fields
Select 1 description of the Road Character
Select 1 description of the Road Surface
Select 1 description of the Road Surface Condition
Select 1 description of the Environmental Contributing Circumstances
Select 1 description of the total number of through lanes
Select 1 description of the Median Type
Select 1 description of the Light Condition
Select up to 2 descriptions of the Weather Condition
None
Cloudy
Fog, smog, smoke
Rain
Sleet, hail, freezing rain/drizzle
Snow
Severe crosswinds
Blowing sand, soil, dirt, snow
Other (specify)
Unknown
Continue

EMS Data Quality Assessment Project Progress Report

September 2014

Complete Tasks

- 2014 EMS data received and checked: From January to July Omaha Data
- Based on 2013 Enarsis Data and Omaha Data, generate a full dataset of 2013 Nebraska EMS dataset.
- In June of 2014, EMS data analyst updated the SAS program in the new Query System for Service Station, EMS Region and Statewide data quality report.
- In June of 2014, EMS data analyst generate spreadsheet for service station, EMS region and statewide statistics.
- In July of 2014, EMS data analyst updated the progress of EMS data quality assessment report at the quarterly CODES advisory committee meeting.
- In July of 2014, EMS data analyst wrote VB program to generate a report automatically for each service station. Each report contains tables of the service station, the specific EMS region and the statewide and a data dictionary. She also wrote another VB program for Panhandle region to send out a security email to each service station with their own report. This VB program can also be used on other EMS region after getting a roster of service station of that region.
- In August of 2014, EMS data analyst send out the EMS data assessment report to Panhandle region. A conference call was hold with the capital of some EMS services to ask for if they have any question and suggestion on the report.
- In August of 2014, EMS data analyst finish a draft to summary EMS 2012 data report. This summary report contains a detailed analysis of 2012 EMS dataset and 3 subsets (pediatric, trauma and cardiac) of 2012 EMS urgent transportation. EMS data analyst also finished a slides on the presentation on International Traffic Roads Meeting.
- In August of 2014, EMS data analyst did a data request on de-identify 2011 and 2012 Nebraska EMS data. In September of 2014, EMS data analyst did a data request to compare transportation time between urban and rural area in Trauma Region 2.

Upcoming Tasks:

- Continue Distribute 2012 EMS Data Quality Assessment Report to the rest EMS regions. Generate 2013 EMS Data Quality Assessment and distribute the report
- Working on a data request on Helicopter Usage in Nebraska
- Investigate incidence rate and transportation time of cardiac, trauma, pediatric and asthma in each EMS region.
- Data Request from Omaha EMS system

Appendix – Quality Control Measurements for the Statewide EMS Data

For 2013 data	As of:			
	9/1-9/30	10/1 – 10/30	11/1-11/30	12/1 – 12/31
% EMS reports sent to governing agency within 10 days of incident	83.87	87.11	90.65	91.43
% EMS reports sent to governing agency within 30 days of incident	93.53	94.62	95.82	97.63
Mean # days from incident to data availability on statewide system	6.93	6.3	4.85	3.83
% EMS run locations that match statewide location coding	99.46	99.27	99.52	99.55
% of EMS agencies contributing to the statewide database	67.3	67.3	66.2	68.2
% of records on EMS database that are NEMSIS compliant	79.62	79.35	79.19	73.01
For 2014 data	**As of:**			
	1/1-1/31	**2/1 –2 /14**		
% EMS reports sent to governing agency within 10 days of incident	92.71	99.70		
% EMS reports sent to governing agency within 30 days of incident	100	100		
Mean # days from incident to data availability on statewide system	3.00	7.08		
% EMS run locations that match statewide location coding	99.32	98.59		
% of EMS agencies contributing to the statewide database	65.91	337		
% of records on EMS database that are NEMSIS compliant	26.85	26.85		

Nebraska CODES Progress Report – September 2014

1. Meetings

The CODES Advisory Committee meeting was held July 18th, 2014. Ming Qu talked about "Future Directions of Syndromic Surveillance", Ashley Newmyer presented "Driving Behaviors among Nebraska Teens, YRBS 2011 & 2013", Guangming Han presented "Older Adult Drivers in Nebraska", Huang Huang updated the "Ecode Data Quality Project" and Ran Gu updated the "EMS Data Quality Project".

We maintained a monthly CODES team meetings and bi-weekly one on one meetings to review work progress and make short-term and long-term plans.

Guangming submitted an abstract "Older drivers and motor vehicle crash in Nebraska" to 2014 International Traffic Records Forum held at held at St. Louis, Missouri October 26 - 29, 2014. Ashley also submitted an abstract "EMS Data Quality Assessment and Improvement, 2012." The two abstracts have been accepted by the committee of the International Traffic Records Forum 2014 meeting.

2. Data Linkage and requests

We received the 2013 crash dataset and finished data checking, data cleaning and standardization of 2013 crash data. We also received 2013 death certificate data, and began the process of checking, cleaning and standardizing this dataset.

Ashley and Guangming continue to work on the project of comparing Alcohol-Related Motor Vehicle Crash Mortality using State Vital Records & Fatality Analysis Reporting System (FARS) Data from 2007 to 2011. Ashley received access to the death certificate files that include text fields. The CSTE subcommittee discussed options for continuing the project as they have ran into problems requesting information from FARS. Ashley reviewed and provide feedback on a data requested for EMS data from NHTSA contractors.

Guangming worked with Alison on a project examining race/ethnicity in persons with hepatitis C positive. Guangming linked Hep C dataset with Nebraska driver license dataset for race/ethnicity information with Linkplus software.

3. Research Projects

The manuscript "Seatbelt Use to Save Face: Impact on Drivers' body region and nature of injury in motor vehicle crashes" was modified and submitted to the Traffic injury prevention. Guangming continued to work on the project "Older drivers and motor vehicle crash in Nebraska" and submitted an abstract to 2014 International Traffic Records Forum. In addition, Guangming began to study the association between older driver and category of traffic citation in Nebraska.

4. Other

We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use. We also continue to work with Sandra for her syndromic surveillance with MVC data.

E-code Data Quality Assessment Project Update

September 2014

E-code stands for external cause of injury code. To ensure the completeness and accuracy of the information we are using, Nebraska Department of Health and Human Services (NDHHS) and Nebraska Hospital Association (NHA) have been making efforts to assess the quality of E-code data.

Conducting quality assessment for E-code data

- 2014 data was received from January to June which was prepared for analysis.
- The 2014 monthly E-Code data was received from April to June, which was compressed into the 2014 second quarterly data set and was de-duplicated.
- 2014 second Quarterly reports were made and distributed to each hospital, E-code and N-code variables in the data set were analyzed for missing, valid or invalid values at state and hospital levels by three patient types (inpatient, ER patient, and non-ER outpatient).
- Created a new VB program with help from the IT department at DHHS, the new VB program was tested by the data analyst and was used to distribute the 2014 second quarterly reports.
- After the reports were sent out, we received two follow-up emails from the following hospitals: Great Plains Health (Great Plains Regional Medical Center), Lexington Regional Health Center. In response to the email request, the data analyst updated the E-code contact information.

Meetings and Other

- The E-code data analyst made a presentation to the CODES Advisory Committee meeting about the instances with valid E-code but missing N-code in the 2012 annual inpatient dataset. The meeting was held on July 18th, 2014.
- Attended several Codes staff meetings.
- Attended one ICD-10 transition meeting.
- Completed several data requests on Youth cyclist injuries (ER data related to bicycle accidents from 2009-2012), Norfolk injury data summary (Nebraska Hospital Discharge data related to motor vehicle traffic crash, unintentional fall and poisoning from 2007-2012), Region 6 suicide(ER and IP data related to suicide from 2011-2012).

Nebraska Traffic Records Committee Meeting /Agenda and Minutes – January 22, 2015

AGENDA

TRAFFIC RECORDS COORDINATING COMMITTEE
January 22, 2015
10:00 – 11:30 AM

Nebraska Department of Roads
5001 South 14th Street
Operations Building, Room 110
(Same building location as Nebraska Office of Highway Safety)

Welcome and Introductions:

Fred Zwonechek

Sign – In Sheet

Topics for Discussion:

Nebraska Traffic Record Project/Activity Reports:

Reporting Activity for the period July - December 2014

1. E-Citation Automation (Crime Commission)
2. Drivers E-Crash Reporting System (DOR)
3. EMS Data Quality Assessment (DHHS)
4. Crash Outcome Data Evaluation (CODES)(DHHS)
5. E-CODES Data Quality Assessment (DHHS)
6. Additional Traffic Record Reports (DMV, Courts, Enforcement, etc.)

TRCC Strategic Plan

Open Topics:
Any other related questions or information requests.

Next meeting date – To Be Determined (likely March)

Adjourned

NEBRASKA OFFICE OF HIGHWAY SAFETY
Nebraska Traffic Records Coordinating Committee Meeting Minutes
January 22, 2015
www.transportation.nebraska.gov/nohs

WELCOME AND INTRODUCTIONS
Fred Zwonechek began the committee meeting with a welcome and introductions.

INTRODUCTIONS
Ariza, Greg, Attorney General's Office
Dostal, Shane, City of Lincoln (Public Works)
Eichkorn, Robert, Nation Highway Safety Administration
Grant, Bob, Nebraska Department of Roads (NDOR)
Jasnoch, Tim NOHS
Johnson, Betty, Nebraska Department of Motor Vehicles
Kearns, Linda, NOHS
Khattak, Aemal, UNL Research
Kovarik, Bill, NOHS
Letcher, Paul, NOHS
Newmyer, Ashley Department of Health & Human Services (DHHS)
Osborn, Mark, NDOR
Overton, Mike, Nebraska Crime Commission
Owings, Sean, NDOR
Qu, Ming, DHHS
Siebenneicher, Wesley, NDOR
Stanczyk, Russ, State Patrol
Stinson, Becky, NOHS
Tyser, Dave, NDOR
Waddle, Dan, NDOR
Wolfe, Lisa, DMV
Zwonechek, Fred, NOHS

Next Traffic Records Coordinating Committee Meeting Date:
April 22, 2015

Reporting Activity

405c-15-01 E-Citation Automation (Nebraska Crime Commission)
Mike Overton, Project Manager of the E-Citation project, reported the Crime Commission continues to work with agencies on the deployment of eCitations and mobile reporting. Progress is being made to allow porting of citation images to the court system. Additional agencies across the state are adding TraCS. Stated LB 465 being introduced would allow electronic notary on incident reports that could save time and improve accuracy. (See attached 405c-15-01 E-Citations Report.)

405c-15-03/02 Drivers E-Crash Reporting System (Nebraska Department of Roads)
Sean Owings reported on the progress of the Drivers E-Crash Reporting System. At this time they have completed the user interface screens and are now working on completing the data and image migration process. The project is on schedule with a possible production release for the third quarter of 2015. They would like to have people access the website, http://ecmndorsbx02.stone.ne.gov/ndor-dr41 , and give them feedback. (See attached 405c-15-03 Investigator E-Crash Report.)

Omaha Police Department has finished its PortalOne project, allowing them to collect all vehicle crash reports at the scene of the crash, via an electronic process. NDOR has contracted with FATPOT Inc. to write an XML interface which is needed to connect Omaha Police Department's PortalOne System with NDOR's website. Initial testing has been completed and should be finished by February 2015. Real-time crash reports will be completed after testing which will bring the electronic investigator submittals from 46.26% up to 78.81%. (See attached 405c-15-02 Omaha Crash Reporting System Report.)

405c-15-11 EMS Data Quality Assessment (Department of Health and Human Services)
Ashley Newmyer reported on the EMS Data Quality Assessment Project. The EMS data for Omaha has been received through 1/21/2015 and checked; they are now meeting the new 72 hour reporting requirement. (See attached 405c-15-11 EMS Data Quality Report.)

405c-15-14 Nebraska CODES (DHHS)
Ashley Newmyer reported on the Nebraska CODES project. The CODES Advisory Committee meeting was held January 16, 2015. Linkage has been completed for the crash, hospital and death certificate data. Some errors were found and corrected from the initial report. The manuscript, *Seatbelt Use to Save Face,* was submitted to the *Traffic Injury Prevention Journal.* (See attached 405c-15-14 Nebraska CODES Progress Report.)

405c-15-15 E-CODE Data Quality Assessment (DHHS)
Ashley Newmyer reported on the E-CODE Data Quality Assessment project. She reported that the 2014 data was received and the 2014 reports were made and distributed to each hospital. (See attached 405c-15-15 E-CODE Data Quality Assessment Report.)

Bill Kovarik, NOHS, gave an overview of the TRCC Strategic Plan. The plan is in draft form and being updated with information provided from all TRCC members. We urge all contributors to examine the plan and submit any updates/changes to Bill. It is planned to be completed mid-year and updated annually.

Non Funded Traffic Records Member Reports:

Betty Johnson, Nebraska DMV, reported the DMV is finishing the project to allow Law Enforcement to access Driver images of both in-state and out-of-state licenses. They have updated the bar codes to correct previous issues and have submitted codes data to the DHHS. They have been approved for funding for a new records system that will allow linkage between driver and vehicle records, and the preliminary research should start soon. They want to be sure to avoid the pitfalls of other states and verify the data dictionary to allow for an accurate transition.

Robert Eichkorn, NHTSA, stated the regional office is working on the progress report.

Russ Stanczyk, Nebraska State Patrol, stated the Patrol is watching some of the new bills introduced in the legislature and other regulations such as the Alcohol Powder.

Dave Tyser, NDOR, stated that they have upgraded the enterprise content management system to OnBase and are working out the minor issues. NDOR will also be upgrading to XML 2.0 soon and will notify all customers/vendors.

Dan Waddle, NDOR, stated they are watching a possible statute change in Omaha, NE, that would only require crashes to be reported if over $5,000.00. This would then eliminate the law enforcement crash report for nearly 2/3 of existing crashes if it was expanded across the state which would greatly diminish the accurate crash data available.

Bob Grant, NDOR, stated he is concerned about MMUCC 4.0 and that it would be an issue if NHTSA required us to comply with all of the data in that standard. NDOR is currently working to update the crash records system and are planning meetings with the input of law enforcement as well.

Aemal Khattak, UNL Safety Research, stated that his department completes research for various highway safety projects. They have recently completed studies on Grade Crossings, Roundabout Safety and fatigued driving. Reports would be available soon from UNL.

Shane Dostal, Lincoln Public Works, stated they will be issuing an RFP soon for their bi-annual crash report. General discussion was that the electronic message boards were effective through the holidays.

In September 2015, Nebraska will have another Traffic Records Assessment. This assessment will be electronic. There will be two assessors for each category who will review the responses to the questionnaires. NOHS will be providing information from the last assessment.

Meeting adjourned.
Any corrections or additions will be noted at the next meeting.

405C-15-01 E-Citations- Crime Commission

January, 2015

405 Grant - Update Report

Nebraska Crime Commission

We continue to work with agencies on the deployment of eCitations and mobile reporting.

- Sleuth mobile is being adopted by more agencies. We are working to get more uploading electronically as well as doing crash reporting electronically.
- We installed TraCS in Kearney PD and the Buffalo County SO in September. While most of the issues are ironed out we have identified a need to tailor IR numbers for each agency. We did not want to have significant changes for each deployment but agencies, including NSP, have specific formats for their incident numbers. We will format that to be applicable to each agency.
- Affinity is working on LAR forms and the crash report for TraCS. We have gotten the first iteration of ALR forms and are reviewing those.
- Legislation last session modified how juvenile filings are done with the courts. The AOC pointed out that this affects court dates being set and so we are working to modify Sleuth and TraCS so court dates do not appear on citations for non-traffic offenses.

The Omaha Police Department is still reviewing the process and contract for funding of eCitations on motorcycles and doing electronic data exchange.

405c-15-03 Investigator E-Crash Reporting System (NDOR)

Highway Safety – Accident Records

January 2015 TRCC status report

Drivers' E-Crash Reporting System – Electronic DR41 form

The user interface of the Driver's E-Crash Reporting System (DCRS) is virtually complete. DataBank, the company hired to create the DCRS, is working on cosmetic and bug related issues while they await NDOR's final completion of the data transmittal XML 2.0 schema; final approval and subsequential "lock down" of the code is expected to take place later this month, or early next month. Once DataBank receives the finalized version of the XML 2.0 schema, coding of the data transmittal process will take place. This process will move the entered and validated data from the DCRS into the Accident Records System, insuring a quicker date-of-accident to date-entered time. As an added bonus, the auto-transmittal of driver vehicle crash data should insure less database errors, due to a reduction of the "human factor" within the overall process.

Feel free to access the test site and give us your feedback: http://ecmndorsbx02.stone.ne.gov/NDOR-DR41

Omaha Crash Reporting System – XML Data Mapping

FATPOT Inc., the company contracted to map the Omaha Police Department's PortalOne vehicle crash reporting system to NDOR's Accident Records System, has created a preliminary mapping process which they started actively testing against NDOR's XML 2.0 schema in the last month. Initial testing results have fallen within the expected parameters, those parameters based off of NDOR's past success / failure rates with other third party data transmittal partners. Ongoing testing / debugging is expected to last at least until the end of February, at which time, FATPOT will upgrade Omaha's PortalOne system to allow near real-time crash report transmissions. Completion of this project will increase NDOR's electronic investigator submittals (DR40) from 46.26% to 78.81%, an increase of 32.55% (2013), making this the largest one time DR40 report increase NDOR has experienced. It is expected that a short term slowdown will be encountered by the four Douglas County data entry staff while they adjust to the new process.

EMS Data Quality Assessment Project Progress Report

January 2015

Completed Tasks:

- Omaha data has been received through Jan. 21, 2015 run reports.
- ENARSIS back-up file was received on Dec. 17th 2014 containing 2014 data to date.
- EMS 2014 data received, was checked and cleaned to prepare the 2014 annual dataset.
- The Data Quality Ambulance service report for 2012 has been distributed to the Panhandle, Western and Metro regions.
- The Data Quality Ambulance service report for 2013 has been distributed to the Panhandle, Western and Metro regions.
- The VB program was adapted and revised to distribute the ambulance service reports automatically through encrypted email (similar process as the Ecode data quality reports).
- Project presentations were prepared and given at the October and January CODES advisory committee meetings.
- Data request regarding EMS payer information was fulfilled for the public hearing on LR601.

Upcoming Tasks:

- Distribute the 2012 & 2013 EMS Data Quality Assessment Report to the remaining EMS regions (i.e. Southeast, Northeast, North Central and South Central regions).
- Investigate incidence rate and transportation time of cardiac, trauma, pediatric and asthma in each EMS region.
- Prepare 2014 Data quality ambulance service reports and distribute.
- Assess '72 hour reporting rule' of EMS records, with effective regulation date of Dec. 15th 2014.

Appendix – Quality Control Measurements for the Statewide EMS Data

Table 1: Quality Control Measurements for eNarsis Data by Month (Year 2013)

Incident Month of Year 2013	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	84.14	88.05	9	99.37	307
February	83.08	92.61	7	99.32	289
March	81.95	92.33	7	99.54	279

April	83.45	97.60	5	99.49	311
May	84.23	92	9	99.47	296
June	88.81	95.68	6	99.54	311
July	86.87	93.32	8	99.44	301
August	80.63	91.7	9	99.46	303
September	83.87	93.53	7	99.46	297
October	87.11	94.62	6	99.27	297
November	90.65	95.82	5	99.52	292
December	91.43	97.63	4	99.55	301

Table 2: Quality Control Measurements for eNarsis Data by Month (Year 2014)

Incident Month of Year 2014	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	59.99	68.01	25.7	99.57	321
February	62.41	71.92	17.1	99.48	319
March	60.8	66.66	30.5	99.54	327
April	58.91	66.78	25.4	99.52	320
May	60.07	74.59	16.8	99.78	314
June	59.91	77.49	23.9	99.78	323
July	56.93	66.42	25.2	99.66	322
August	56.51	63.38	25.9	99.69	317
September	57.22	65.03	18.9	99.61	308
October	66.06	91.74	9.8	99.64	315
November	87.87	99.8	4.8	99.65	297
December	100	100	1.1	99.42	192

405C-15-14

Nebraska CODES Progress Report – January 2015

1. Meetings

The CODES Advisory Committee Meeting was held on October 17th 2014 and January 16th 2015. At these meeting, Ashley Newmyer presented "CODES 2013 Data Linkage Update" and the EMS project update for the 4th Quarter. Guangming Han presented "Older Adult Drivers in Nebraska III". Huang Huang provided updates on the "Ecode data project" and Ran Gu provided updates on the "EMS: Ambulance Service Data Quality Report".

Ashley returned from maternity leave on November 4, 2014.

2. Data Linkage and requests

We finished preparing the Crash, Hospital Discharge and Death Certificate data for 2013. Linkage was completed for the crash, hospital and death certificate data. The 2013 EMS data was received and standardized, but after initial linkage attempts it was noted that there were issues with the formatting of key linkage variables within the Omaha dataset. Ashley identified the issues and re-standardized the Omaha EMS data and then combined it with the ENARSIS data for linkage.

Ashley updated the Injury Surveillance sections of the Nebraska Traffic Information System Strategic Plan.

Ashley has provided data and support for MVC factsheets, BRFSS factsheets, YRBS factsheets and reports produced by the Injury Prevention group.

3. Research Projects

The manuscript "*Seatbelt Use to Save Face: Impact on Drivers' body region and nature of injury in motor vehicle crashes*" was submitted and accepted for publication by the *Traffic Injury Prevention Journal* in December. Seatbelt Use to Save Face compares seatbelt use or non-use and injury body region, type and severity as the result of being involved in motor vehicle crash. Guangming finished work on the project "Older drivers and motor vehicle crash in Nebraska", and a factsheet was prepared.
For the state specific study for 2015, we will be examining large truck crashes.

4. Other

We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use.
Ashley began working on the 5-year Injury in Nebraska report in November. This report provides a comprehensive overview of the health burden of injuries experienced in Nebraska from 2009-2013.

E-code Data Quality Assessment Project Update

January 2015

E-code stands for external cause of injury code. To ensure the completeness and accuracy of the information we are using, Nebraska Department of Health and Human Services (NDHHS) and Nebraska Hospital Association (NHA) have been making efforts to assess the quality of E-code data.

Conducting quality assessment for E-code data

- The 2014 monthly E-Code data was received from July to September, which was compressed into the 2014 third quarterly data set and was de-duplicated.
- 2014 third Quarterly reports were made and distributed to each hospital, E-code and N-code in the data set were analyzed for missing, valid or invalid values at state and hospital levels by three patient types (inpatient, ER patient, and non-ER outpatient).
- The 2013 yearly E-Code data was received. The 2013 annual E-code data quality report was generated. Besides the E-code and N-code quality analysis, the data analyst also did the statistical analysis on the instances with valid E-code but missing N-code in the 2013 annual inpatient dataset.
- The 2014 monthly E-Code data was received from October to December which was prepared for analysis.

Meetings and Other

- The E-code data analyst gave a presentation to the CODES Advisory Committee meeting about the 2014 2nd quarterly report and transition from ICD-9-CM to ICD-10-CM. The meeting was held on October 17th, 2014.
- The E-code data analyst made a presentation to the CODES Advisory Committee meeting about the 2013 annual report and analysis. The meeting was held on January 16th, 2014.
- Attended several Codes staff meetings.
- The Codes group met with Linda Kearns and William Kovarik to discuss the project and the Nebraska Traffic Safety Information System Strategic Plan on November 12th.
- One data request case was conducted for Dr. Neil Chaudhary on traumatic brain injuries, hospital charges, Primary Payer and etc. A data summary of the most

Nebraska Traffic Records Committee Meeting /Agenda and Minutes – April 22, 2015

AGENDA

TRAFFIC RECORDS COORDINATING COMMITTEE
April 22, 2015
10:00 – 11:30 AM

Nebraska Department of Roads
5001 South 14th Street
Operations Building, Room 110
(Same building location as Nebraska Office of Highway Safety)

Welcome and Introductions:

Fred Zwonechek

Sign – In Sheet

Topics for Discussion:

Nebraska Traffic Record Project/Activity Reports:

Reporting Activity for the period January – March 2015

1. E-Citation Automation (Crime Commission)
2. Drivers E-Crash Reporting System (DOR)
3. EMS Data Quality Assessment (DHHS)
4. Crash Outcome Data Evaluation (CODES)(DHHS)
5. E-CODES Data Quality Assessment (DHHS)
6. Additional Traffic Record Reports (DMV, Courts, Enforcement, etc.)

TRCC Strategic Plan

Interim Progress Report for FY2016 HSP Submission

Open Topics:
Any other related questions or information requests.

Next meeting date – To Be Determined (likely September)

Adjourned

NEBRASKA OFFICE OF HIGHWAY SAFETY
Nebraska Traffic Records Coordinating Committee Meeting Minutes
April 22, 2015
www.transportation.nebraska.gov/nohs

WELCOME AND INTRODUCTIONS
Fred Zwonechek began the committee meeting with a welcome and introductions.

INTRODUCTIONS
Dostal, Shane, City of Lincoln (Public Works)
Eichkorn, Robert, National Highway Safety Administration (phone)
Fuller, Doug, Department of Health & Human Services (DHHS)
Grant, Bob, Nebraska Department of Roads (NDOR)
Gu, Ran, Department of Health & Human Services (DHHS)
Jasnoch, Tim, Nebraska Office of Highway Safety (NOHS)
Johnson, Betty, Nebraska Department of Motor Vehicles (DMV)
Kearns, Linda, NOHS
Khattak, Aemal, UNL Research
Kovarik, Bill, NOHS
Letcher, Paul, NOHS
Newmyer, Ashley, DHHS
Overton, Mike, Nebraska Crime Commission
Owings, Sean, NDOR
Perry, John, Federal Highway Administration
Stanczyk, Russ, State Patrol
Stinson, Becky, NOHS
Tyser, Dave, NDOR
Waddle, Dan, NDOR
Wilbers, Cody, Federal Highway Administration
Wolfe, Lisa, DMV
Zwonechek, Fred, NOHS

Next Traffic Records Coordinating Committee Meeting Date:
September 24, 2015

Reporting Activity

405c-15-01 E-Citation Automation (Nebraska Crime Commission)
Mike Overton, Project Manager of the E-Citation project, reported the Crime Commission continues to work with agencies on the deployment of eCitations and mobile reporting. Progress is being made to allow e-filing for the court system. Additional agencies across the state are adding TraCS. (See attached 405c-15-01 E-Citations Report.)

405c-15-03/02 Drivers E-Crash Reporting System (Nebraska Department of Roads)
Sean Owings reported on the progress of the Drivers E-Crash Reporting System. At this time they have completed the user interface screens and are now working on completing the data and image migration process. The project is on schedule with a possible production release for the third quarter of 2015. (See attached 405c-15-03 Investigator E-Crash Report.)

Omaha Police Department has finished its PortalOne project, allowing them to collect all vehicle crash reports at the scene of the crash, via an electronic process. NDOR has contracted with FATPOT Inc. to write an XML interface which is needed to connect Omaha Police Department's PortalOne System with NDOR's website. Initial testing has been completed with a 1.02 per 100 accident reports correct and must achieve less than 1 to go live. Real-time crash reports will be completed after testing (planning for mid-May) which will bring the electronic investigator submittals from 46.26% up to 78.81%. (See attached 405c-15-02 Omaha Crash Reporting System Report.)

405c-15-11 EMS Data Quality Assessment (Department of Health and Human Services)
Ran Gu reported on the EMS Data Quality Assessment Project. The EMS data for Omaha has been received through 2/16/2015 and checked. Performed cluster analysis on motor vehicle crash data to identify risky areas. (See attached 405c-15-11 EMS Data Quality Report.)

405c-15-14 Nebraska CODES (DHHS)
Ashley Newmyer reported on the Nebraska CODES project. The CODES Advisory Committee meeting was held April 17, 2015. She has added the "name" field to the data to increase data linkage. (See attached 405c-15-14 Nebraska CODES Progress Report.)

405c-15-15 E-CODE Data Quality Assessment (DHHS)
Ashley Newmyer reported on the E-CODE Data Quality Assessment project. (See attached 405c-15-15 E-CODE Data Quality Assessment Report.)

Non Funded Traffic Records Member Reports:

Sean Owings gave an update on MMUCC meetings and the progress to update the Police Accident Forms to MMUCC version 4. The team had met and decided on the data that needed to be added to the form. A trial form will be designed to get final approval of all changes.

Betty Johnson, Nebraska DMV, reported they plan to hire a consultant for recommendations to replace the vehicle records system. The 2017 license plate design is almost complete.

Doug Fuller, EMS reported that Nebraska EMS is submitting all records electronically. Nebraska was the first state to have all submissions NEMSIS version 3 compliant. The run number from EMS at crashes was also discussed as some law enforcement officers have stated they do not always get that number at the scene. Doug will work with Ashley to come up with a good solution for the linking element from EMS/Law enforcement. A question was also raised about Automatic Crash Notification from vehicles in Nebraska. It is generally understood, but seems to be new enough it is has not presented any issues or questions yet.

Bill Kovarik, NOHS, gave an update on the TRCC Strategic Plan. The plan is in near final form and being updated with any corrections from all TRCC members. We urge all contributors to examine the plan and submit any updates/changes to Bill. It is planned to be submitted to NHTSA and placed on the website very soon.

In September 2015, Nebraska will have another Traffic Records Assessment. This assessment will be electronic. There will be two assessors for each category who will review the responses to the questionnaires. NOHS will be providing information from the last assessment.

Meeting adjourned.
Any corrections or additions will be noted at the next meeting.

Traffic Records Coordinating Committee
April 22, 2015
Michael Overton
Nebraska Crime Commission

Major activities for the period include the following.

1. Work on eCitations continues
    a. Automatic License Revocation (ALR) form review was done. Minor changes were identified.
    b. Crete PD and Lincoln PD expressed interest in TraCS.
    c. We have further deployed eCitations using SLeuth, assisting the York County Sheriff's Office and the University of Nebraska – Kearney Police Departments install hardware and software needed to issue citations in the field.
2. Affinity is working on the crash report for TraCS.
3. The Omaha Police Department is moving ahead with eCitations.
    a. They are reviewing the contract and necessary work/interfaces.
4. We have received the annual licensing and maintenance agreement for Easy Street Draw.
    a. DAS has changed the sole source process and so we are having to redo contracts.
5. We are discussing with the Administrative Office of the Courts leveraging the citations on NCJIS for eFiling, particularly for smaller County Attorney offices.
    a. This will allow a prosecutor to review and file from NCJIS.
    b. If they want to change offenses, etc we will allow them to modify items and still eFile.
6. We have listed a position to assist in traffic record grant activities.

405c-15-03 Investigator E-Crash Report

Highway Safety – Accident Records

April 2015 TRCC status report

Drivers' E-Crash Reporting System – Electronic DR41 form

Since the last TRCC meeting little work has been conducted on this project. Databank, the company hired to create the DCRS, is awaiting NDOR's release of the finalized XML 2.0 schema. Final approval and subsequential "lock down" of the code will take place when the Omaha Crash Reporting System – XML Data Mapping project successfully achieves an error rate of 1% or less over 4 consecutive days. Once DataBank receives the finalized version of the XML 2.0 schema, coding of the data transmittal process will take place. This process will move the entered and validated data from the DCRS into the Accident Records System, insuring a quicker date-of-accident to date-entered time.

405c-15-02 Omaha Crash Reporting System

Omaha Crash Reporting System – XML Data Mapping

FATPOT Inc., the company contracted to map the Omaha Police Department's PortalOne vehicle crash reporting system to NDOR's Accident Records System, has created a preliminary mapping process which they started actively testing against NDOR's XML 2.0 schema in the last few months. Initial testing results have fallen within the expected parameters, with an error rate of 1.02 per 100 accidents transmitted. For final signoff the error rate must fall below 1% for 4 consecutive days. Ongoing testing / debugging is expected to last at least until the end of April, at which time, FATPOT will upgrade Omaha's PortalOne system to allow near real-time crash report transmissions. Completion of this project will increase NDOR's electronic investigator submittals (DR40) from 46.26% to 78.81%, an increase of 32.55% (2013).

EMS Data Quality Assessment Project Progress Report

April 2015

Completed Tasks:

- Omaha data have been received through February 16th.
- ENARSIS back-up file was received on February 25th.
- Continued Request Service List from EMS regional coordinator to Distribute 2012, 2013 data quality report.
- Write VB program for Southeast Region to Distribute 2012, 2013 data quality report.
- Standardized 2014 EMS dataset between Omaha and ENARSIS system.
- Write a SAS program to standardized Omaha and ENARSIS system between gender, race and ethnicity and transportation time.
- Requested Omaha Motor Vehicle Crash Geocoding Data in February 20th.
- Plot Omaha Motor Vehicle Crash Data on Google Map for detailed incident road situation.
- Cluster analysis on the Motor Vehicle Crash Data on Omaha Road Map to identity the risky area.
- Plot Incident Map and Cluster analysis on each motor vehicle crash risky events and weather conditions
- Geocoding Project was prepared and present to Omaha Police Department and April CODES advisory committee meeting
- Analysis a Transportation time trend in Cardiac Related Service from 2012 to 2014 by location type. It will be used as a baseline to compare with the transportation after implement use of the Lucas Device.
- Data Request in EMS intervention procedure data quality.

Upcoming Tasks:

- Assess '72 hour reporting rule' of EMS records, with effective regulation date of Dec. 15th 2014.
- Keep on investigate the Motor Vehicle Crash Data with other factors such as treatment outcome and severity of injury
- Prepare and distribute 2014 EMS Data Quality Assessment Report
- Prepare and distribute 2014 EMS Annual Data Quality Report.

Appendix – Quality Control Measurements for EMS Data

Table 1: Quality Control Measurements for eNarsis Data by Month (Year 2014)

Incident Month of Year 2014	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	88.48	95.83	6.0	99.41	320
February	91.22	95.91	5.1	99.3	319
March	91.92	96.64	5.1	99.34	329
April	89	96.38	5.2	99.32	320
May	89.92	94.75	5.7	99.70	316
June	88.53	96.10	6.2	99.70	326
July	84.57	93.90	6.8	99.52	324
August	87.92	93.84	6.4	99.55	319
September	86.93	94.43	5.7	99.45	311
October	90.76	96.45	4.2	99.50	318
November	90.86	97.87	3.7	99.56	307
December	94.16	97.79	2.8	99.47	315

Notes: In 2014 EMS dataset, there were 206,099 records in total including eNarsis (106,923 records), Lincoln Fire and Rescue (43,326 records) and Omaha Fire and Rescue (55,573 records). The data from eNarsis and Lincoln Fire and Rescue were NEMSIS compliant. OFR submitted their data to us in a quarterly manner. The numbers of each month in the table may be changed when more data entered into the system in the future.

Table 2: Quality Control Measurements for eNarsis Data by Month (Year 2015)

Incident Month of Year 2015	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	98.73	99.99	1.36	99.52	308
February	100	100	0.7	97.3	50
March					
April					
May					
June					
July					
August					
September					
October					
November					
December					

Notes: In 2015 EMS dataset, there were 19,782 records in total including eNARSIS (9,299 records), Lincoln Fire and Rescue (3,607 records) and Omaha Fire and Rescue (6,876 records). The data from eNarsis and Lincoln Fire and Rescue were NEMSIS compliant. OFR submitted their data to us in a quarterly manner. The numbers of each month in the table may be changed when more data entered into the system in the future.

Nebraska CODES Progress Report - April 2015

1. Meetings

The CODES Advisory Committee Meeting was held on April 17th 2015. At the meeting, Guangming Han presented "Nebraska Large Truck Study". Huang Huang provided updates on the "Ecode project – Local Health Department Injury Profiles" and Ran Gu provided updates on the "EMS project- MVC Incidence mapping, Omaha".

2.Data Linkage and requests

After we identified the issues of the formatting of key linkage variables and re-standardized the Omaha EMS data and then combined it with the ENARSIS data, we have finished the linkage between 2013 motor vehicle crash dataset and EMS dataset. Gnangming will go to the NHA in May to attempt to improve the linkage rate, and then will prepare the management report for 2013 data.

Ashley palticipated in the MMUCC 4th edition workgroup meetings, this work group is working to update the Police Accident reporting standard in Nebraska.

Ashley has provided data and support for MVC factsheets, BRFSS factsheets, YRBS factsheets and reports produced by the Injury Prevention group.

3.Research Projects

Guangming finished two projects, one is the daylight savings and motor vehicle crash in Nebraska, and another is large trucks safety in Nebraska. And began to work on the project of Seat Belt Use to Save Money: Impact on medical charges of occupants who involved in Motor Vehicle Crashes.

4.Other

We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use. We also meet and discussed mapping of CODES data in the Omaha metro area for use by OPD in resource allocation.

Ashley finished writing the 5-year Injury in Nebraska report in April. This report provides a comprehensive overview of the health burden of injuries experienced in Nebraska from 2009- 2013. The report will be approved for public distribution.

E-code Data Quality Assessment Project Update

April 2015

E-code stands for external cause of injury code. To ensure the completeness and accuracy of the information we are using, Nebraska Department of Health and Human Services (NDHHS) and Nebraska Hospital Association (NHA) have been making efforts to assess the quality of E-code data.

Conducting quality assessment for E-code data

- The 2014 monthly E-Code data was received from October to December, which was compressed into the 2014 fourth quarterly data set and was de-duplicated.
- 2014 fourth Quarterly reports were generated and distributed to each hospital, E- code and N-code variables in the data set were analyzed for missing, valid or invalid values at state and hospital levels by three patient types (inpatient, ER patient, and non-ER outpatient).
- The 2015 monthly E-Code data was received from January to March which was prepared for analysis.
- Hospital contact information were updated, including Community Hospital, Crete Area Medical Center, Fillmore County Hospital, Litzenberg Memorial County Hospital and Saunders Medical Center, also verified that Tilden Community Hospital was closed.

Meetings and. Other

- The E-code data analyst gave a presentation to the CODES Advisory Committee meeting about the injury reports for Nebraska local/district public health departments. The meeting was held on April 17th, 2015.
- Attended several Codes staff meetings.
- Two data request cases were conducted, one is for the age-adjusted rates of Motor Vehicle Fatalities of Nebraska and its surrounding states. Another is for the ER and IP visits as a result of falls from people 65+ in Butler, Fillmore, Polk, Saline, Saunders, Seward and York counties.

Traffic Records Improvement Program Reporting System (TRIPRS) Project Summary Reports

Project Label - Name: NE-MG1 - Major Goals/Minor Goals

Priority: High
Revision Date: 20-JUN-2013
Last Updated: 24-JUN-2014
Status: Planned
Lead Agency: Department of Roads
Partners: Department of Motor Vehicles
Department of Health & Human Resources
Nebraska Crime Commission
Website:

Project Director
Name: *Mr. Fred Zwonechek*
Agency: *Nebraska Office of Highway Safety, Administrator*
Address: *5001 South 14th Street*
Lincoln, NE 68512-1248
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Project Description*:* NEBRASKA TRAFFIC RECORDS STRATEGIC PLAN

Mission: To develop and promote a comprehensive state traffic records system that provides timely, accurate, complete, uniform, integrated, and accessible traffic records system data for contributors and users in Nebraska.

The Nebraska Strategic Traffic Records Plan (NSTRP) is a guide to develop and implement programs and projects that continue to move the state traffic record system in a direction that provides data that is essential in highway safety problem identification, proposed solutions, and effective evaluations. The traffic records and information systems are managed through the work of the Traffic Records Coordinating Committee (TRCC) and coordinated by the Nebraska Office of Highway Safety. This established a foundation for effective and cooperative highway and traffic safety management of the state's core traffic records data systems: Crash; Vehicle; Driver; Roadway; Citation/Adjudication; and EMS/Injury Surveillance.

The priorities for the NSTRP were identified at a special TRCC Strategic Planning Session that was held on November 20, 2012. The results of the Nebraska Traffic Records Assessment that was completed in July of 2011 were also included in the NSTRP priority considerations.

NSTRP Priorities:

Prioritize the effort to enable the Omaha Police Department to establish the capability to submit electronic crash reports (35% of state total) in real time that will interface with the state's core traffic records data systems. (December 2014)

Expand electronic crash data submission to the Nebraska Department of Road's Crash File
a. Implement a new formal comprehensive quality control program for crash data (December 2014)
b. Continue and expand the use of alternative, lower cost electronic devices for electronic crash report submission for smaller law enforcement agencies (Ongoing)
c. Implement a web-based DR41 form (Driver's Motor Vehicle Accident Report) for electronic

submission for individual driver's crash reports (September 2014)

d. Create a new web-based format to decrease error rates from paper crash reports (June 2014)
e. Deploy new mapping point-and–click interface for law enforcement officers to be able to indicate precise crash locations (December 2014)
f. Implement the use of an electronic locator tool for crash and road features data (December 2014)

Enhance the Department of Motor Vehicles (DMV) Driver/Vehicle Record Files

a. Change process to obtain records on juvenile court convictions for any seriously adverse traffic violation (any violation that by statute assesses four or more points when reported to DMV (Ongoing)
b. Include DMV personnel in the review and planning for the electronic DUI document package to ensure that the forms and format meet the needs of administrative license revocation (ALR) process (Ongoing)
c. Work to change policy to allow adverse driving records of non-commercial license applicants from other states to be placed on their Nebraska driving record. (Ongoing)

Enhance and expand the Crash Outcome Data Evaluation System (CODES) infrastructure

a. Implement existing quality control measures to improve the accuracy and consistency of electronic Nebraska Ambulance Rescue Service Information System (eNARSIS) data (June 2014)
b. Continue funding support of CODES linkage and analysis activities (Ongoing)
c. Conduct comparative CODES analysis of injury severity level reports of law enforcement and hospitals (Ongoing)
d. Increase efforts to require State EMS agencies to import data under the Nebraska Emergency Medical Services Information System (NEMSIS) 3.0 standards (Ongoing)
e. Establish a TRCC subcommittee to assist the Department of Health and Human Services in establishing data access policies and procedures for the Public Health Information Center's data warehouse (September 2014)
f. Utilize the Public Health Data Center to develop online querying of CODES datasets (Ongoing)

Nebraska Criminal Justice Information System (NCJIS) and the JUSTICE System Improvements

a. Implementation of Citation Tracking System (Ongoing)
b. Consider funding support for Jail/Prosecutor data interface (Ongoing)
c. Consider funding for Interface maintenance (Ongoing)
d. Consider funding support for TraCS local installation (Ongoing)
e. Consider funding support for locals for Sleuth Upgrades (2014)
f. Examine use/utility of DUI tracking system for changes (2014)

Challenge the TRCC to continue the development of the new Strategic Plan for the state's Traffic Record System

a. Engage all TRCC members to actively participate in the process (Ongoing)
b. Use fundamental priority setting method for all funded projects included in the plan (Ongoing)
c. Implement a Quality Improvement Training needs assessment for the TRCC members (Ongoing)
d. Require basic quality metrics for each new system component project and report on them regularly (Ongoing)
e. Require regularly scheduled updates on project progress for the Executive Level TRCC (Ongoing)
f. Regularly review of TRCC membership representation to ensure that no group is omitted and expansion continues (Ongoing)
g. Include items on TRCC meeting agenda that address progress reports and the quality metrics (Ongoing)
h. Charge the TRCC with developing recommended guidelines/capabilities for a "publicly accessible" query tool supporting "users" need for crash data (Ongoing)

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Nebraska will work toward meeting the goals outlined in this project.	09-30-2014		On Schedule

The TRCC Strategic Plan has been complete and is being updated regularly.	09-30-2014	01-22-2015	Completed

Core System and Performance Area

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						X
Injury Surveillance / EMS						X
Roadway						X
Citation / Adjudication						X
Vehicle Registration						X

Budget

Budget Source - 2014	***Total Budget $0.00***

Budget Source - 2015	***Total Budget $0.00***

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2012	*09-30-2014*	*06-20-2013*	*Robert Corner*
Progress	*Nebraska and the TRCC continue to work both on the major and minor goals outlined.*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2013	*09-30-2014*	*02-03-2015*	*Bill Kovarik*
Progress	*The Nebraska TRCC continues to work to complete both the major and minor goals outlined in the Plan. All of these goals are addressed in detail in each of the projects outlined in the Plan. The TRCC Strategic Plan has been completed and will continue to be updated to monitor existing goals and define new goals.*		
Problems			
Plans			
Comments			

NE-P01 - Expand the Citation Automation Project and Statewide Citation File

Priority: High
Last Updated: 20-MAY-2015
Revision Date: 13-JUN-2013
Status: Active
Lead Agency: NE Crime Commission
Partners: -
Website: http://www.ncc.ne.gov/

Project Director

Name: **Mr. Michael Overton**
Title:
Agency: Nebraska Crime Commission
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***Project Description**:* Timely information on citations greatly benefits both the law enforcement and highway safety communities in the processing of citations and the monitoring of outcomes. The majority of law enforcement agencies are currently unable to collect data from the roadside or to issue citations electronically. The Criminal Justice Information System (CJIS) Advisory Committee, as part of its overall criminal justice integration initiative, is implementing a project to automate the issuing of citations that has resulted in the creation of a citation file.

The implementation of electronic citations has provided the cornerstone for the establishment of an automated citation file. While CJIS hosted the project for implementation of eCitations, an adjunct component was the transfer of the citation data an image of the issued citation itself so that these would be available through NCJIS, Nebraska's criminal justice data portal.

The first implementation stage will be the expanded distribution and installation of the necessary software to law enforcement of the collection of eCitations and the incorporation of the captured eCitation data from those agencies into the Statewide Citation file. As eCitations are rolled out to local agencies, all eCitations issued through Sleuth or TraCS will be available through NCJIS. Images for electronically issued citations will also be available through NCJIS. Steps have been taken to include data from all State Patrol citations, not just those issued electronically. It is best to include data from any agency that captures, stores or has citation data available in an electronic format in a local records system in the citation file on NCJIS.

This effort ties in with several other initiatives. Nebraska received a DOT grant to improve the tracking of impaired drivers, which is linked to the TraCS effort. The necessity of collecting data early, for better processing by the system will drive the expansion of TraCS and related changes to more agencies. This will allow us to expand the base of the citation file, as well as increase other views of data related to impaired drivers.

EXPECTED IMPACT
Baseline: Crime Commission study states it currently take 14 days between the issuance of a traffic citation and the transfer to the prosecutor/courts; zero agencies had the capability of eCitations through Sleuth; and zero agencies had electronic access to the DMV Operator's License Number (OLN) and Vehicle Title & Registration (VTR) data through NCJIS

Standard Performance Area: Timeliness:
Reduce from 14 days for an electronic traffic citation to transfer to the prosecutor/courts: 48 hours or <
Expand from 0 agencies with Sleuth eCitation capability: 20 agencies (6-1-07)

Sleuth (small to medium agencies) eCitation capability: 100 agencies (3-01-09)
TraCS (large agencies) eCitation capability: NE State Patrol and eight other L/E agencies (3-01-09)

Standard Performance Area: Accuracy and Completeness:
Baseline of 0 citations produced using a standard electronic format and posted to NCJIS by law enforcement: 324,663 citations sent to NCJIS (6-1-07)
Baseline of 0 NCJIS hits by law enforcement on the DMV OLN database: 1,589,206 law enforcement hits (12-31-07)
Baseline of 0 NCJIS hits by law enforcement on the DMV VTR database: 473,188 law enforcement hits (12-31-07)

June- 2014

The goals of this project do not necessarily standalone subprojects nor are they of finite timeframes. As we implement components of the project we are able to work on extending functionality; for example, as we automate issuance of citations we are then able to move to transfer of data which may be dependent upon other systems being ready to accept the data.

Several performance measures are used and they reflect these overlaps including availability of traffic records for operational use, electronic availability of data for case processing, timeliness of availability of data and the number of agencies with capabilities to take advantage of the improvements from using electronic records.

This project has aimed to meet several goals under the auspices or traffic records. These include improving the automation with law enforcement agencies to issue citations electronically, sharing data (from citations and crashes) electronically across agencies, and making traffic related data accessible through NCJIS for a broad range of agencies and users.

These have been done by providing hardware and software to agencies, implementing agency-to-agency data exchanges, enhancing NCJIS.

We have assisted law enforcement in their abilities to issue citations electronically by providing software in two forms: Sleuth and TraCS. At this time the State Patrol is the only agency actively using TraCS but we are implementing in local agencies. We have assisted local agencies in implementing Sleuth and its mobile component as well, This kickstarts several other components including electronically moving data to NCJIS and prosecutors and the courts thereby improving timeliness as well as accuracy and eliminating subsequent data entry.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Contract and start to train NSP/TraCS	10-01-2005	09-01-2006	Completed
Transmit data to NCJIS by NSP	10-01-2006	10-31-2006	Completed
Access to DMV OLN & VTR data / NCJIS	03-01-2007	04-01-2007	Completed
Create XML extract which will allow reporting of crash data and the crash diagram to the DOR	07-01-2008	06-01-2009	Completed
Access to DOR crash data/NCJIS	12-31-2013	05/17/2010	Completed
Mapping of DOR crash data	12-31-2013	07-15-2014	Completed
Transmit data to NCJIS (On-going)	09-30-2014		On Schedule
Citation data electronically transmitted to prosecutors and courts (On-going)	12-31-2014		On Schedule
Contract and train local L/E on TraCS (On-going)	12-31-2014		On Schedule
Law enforcement agencies continue to transmit electronic traffic citations (On-going)	12-31-2014		On Schedule
The Nebraska Crime Commission is currently working with the Omaha PD on possible eCitation options in order for Omaha to transmit reports electronically	12-31-2014		Behind Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Driver License / History	X	X	X	X	X	X
Injury Surveillance / EMS						
Roadway	X	X	X	X	X	X
Citation / Adjudication	X	X	X	X	X	X
Vehicle Registration	X	X	X	X	X	X

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 408/405c Funds	$151,001.99
Other Federal Funds	$0.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	$389,100.00
Other Federal Funds	$0.00

Budget Source - 2016	Total Budget
NHTSA Section 405c Funds	$464,100.00
Other Federal Funds	$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	12-31-2008	Robert Corner
Activity	NCJIS hits by law enforcement on the DMV OLN database: 1,011,793 law enforcement hits (12-31-08) NCJIS hits by law enforcement on the DMV VTR database: 244,597 law enforcement hits (12-31-08)		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-11-2010	Robert Corner
Activity	NCJIS hits by law enforcement on the DMV OLN database: 894,950 searches, 943,658 pages viewed by law enforcement (12-31-09) NCJIS hits by law enforcement on the DMV VTR database: 270,752 searches, 263,025 pages viewed by law enforcement (12-31-09) E-Citation / Sleuth components consist of 80 law enforcement agencies.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	E-Citation / Sleuth component consists of 92 law enforcement agencies. The E-citation mobile module, consistent with NE Supreme Court approval format, is available to police departments, county sheriff's offices, and the NE State Patrol.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	NCC and NDOR continue to have talks with the Omaha PD regarding barriers in order to submit electronic reports. Douglas County wants to go electronically.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner

Activity	*E-Citation / Sleuth component consists of 92 law enforcement agencies.* *The E-citation electronic submission directly to the county attorneys is available to all NSP and the six NSP troop areas. Many of the sheriff and police departments currently submitting E-citations to NCJCIS should have the capability to transmit the E-citations to their respective county attorneys.*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
01-01-2012	12-31-2013	06-11-2014	Mike Overton

Activity	*Access to DMV OLN & VTR data / NCJIS* *NCJIS use will be shown using counts of activity against a variety of datasets: DMV OLN database, DMV VTR database, DOR crash database. Since MADSTER searches would go against these datasets but not show in discrete counts the numbers of actual views of these datasets will be included. Currently only annual statistics are available but they reflect activity close to the general timeframes* *Date and Baseline Value for the Measure: 2012* *DMV OLN searches: 1,466,309 - OLN (Operator License Number)* *DMV OLN page views: 1,512,349* *DMV VTR searches: 706,172 - (Vehicle Title Registration)* *DMV VTR page views: 681,518* *DOR Crash searches: 9,972 - (Dept. of Roads)* *DOR Crash page views: 8,551* *Date and Current Value for the Measure: 2013* *DMV OLN searches: 1,643,803* *DMV OLN page views: 1,780,406* *DMV VTR searches: 784,511* *DMV VTR page views: 721,652* *DOR Crash searches: 11,379* *DOR Crash page views: 9,831*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
04-01-2013	04-01-2014	06-11-2014	Mike Overton

Activity	*The number of agencies issuing citations will be tracked. We have to distinguish between agencies using Sleuth (local agency RMS as well as a mobile component called MFR) and TraCS. Additionally, while local agencies have been supplied the ability to generate citations roadside we have only begun implementing transfer of local citation and crash data from locals in the last year. These counts will reflect these differences but may overlap with agencies that are not actively using the mobile capabilities.* *Date and Baseline Value for the Measure:* *April 1, 2013; Sleuth agencies: 82; Sleuth agencies with MFR (mobile): 32; TraCS agencies: 1* *Date and Current Value for the Measure:* *April 1, 2014; Sleuth agencies: 84; Sleuth agencies with MFR (mobile): 32; TraCS agencies: 1*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
04-01-2013	04-01-2014	06-11-2014	Mike Overton

Activity	*Timely transmission of citation data to the prosecutors and the courts. This will be measured the time from issuance to receipt by the prosecutor and/or court. NOTE: While data is transferred electronically to the prosecutor and court they may not process it immediately because the paper citation must still be physically provided by the prosecutor to the court for filing.* *Date and Baseline Value for the Measure:* *April 1, 2013* *Time from issuance of citation to citation being provided to the County Attorney: On this date we had no agencies completely transferring citations and/or data electronically although the State Patrol was in the process of updating software. It was estimated that citations could take up to two weeks to reach the County Attorney.* *Date and Current Value for the Measure:* *April 1, 2014* *Time from issuance of citation to citation being provided to the County Attorney: The State Patrol now has all of its citations issued electronically and are moving the data and images to NCJIS. We also have brought on two local Sleuth agencies and are moving their data and images. Each day we post to NCJIS the images of citations received at NCJIS in the last 24 hours, making them available to the County Attorneys for printing and processing. Additionally, the data is transferred to the courts and any County Attorney wanting the data electronically. Barring technical glitches or transmission errors (which we have seen as a minor issue) we have reduced the transfer time effectively from 2 weeks to 24-48 hours.*
Problems	
Plans	
Comments	

Report Start	**Report End**	**Report Date**	**Provided By**
07-01-2014	*04-30-2015*	*05-20-2015*	*Mike Overton*

Activity	*Data provides operational assistance at a number of levels and forms. The use of crash data provides information at the driver and vehicle level for use in tracking driver activity as well as for legal and even private (insurance) processing.* *Crash data has been posted to NCJIS so it is searchable, primarily by driver, vehicle or report. This provides assistance in identifying activity of individuals as well as a look at frequency of crashes and history.* *Technology also allows for using the data in spatial and better analytic ways. With the inclusion of mapping coordinates in the data provided by the Department of Roads we are able to map crashes on NCJIS. This provides a much easier way for agencies to see activity in their overall jurisdiction or even drilling down to specific locations. Visual analysis can be very useful in helping with locating necessary staff or examining areas for potential need to change flow. A variety of filters, such as crash type or time or alcohol related, allows users to target views of the data.* *Additionally, we have built some limited statistical filters components to help with looking at the data. This is something we hope to enhance over time.*
Problems	*The Department of Roads has a lengthy review process for the reported crashes. This includes validation, and often entry of detailed location information using location coordinates. This slows the process and means that we cannot get mapping location data in as timely a manner as desired. While the general data is available within 48 hours of receipt by Roads we can be a year behind on full mapping capabilities.*
Plans	
Comments	

NE-P02 - Develop and Implement a Pilot project in Douglas County Court to Reduce the Outstanding Overdue Case Balances

Priority: -
Last Updated: 22-MAR-2013
Revision Date: 20-MAR-2013
Status: Completed
Lead Agency: Nebraska Supreme Court
Partners: Nebraska Supreme Court - State Court Administration
Website:

Project Description: When a traffic defendant fails to appear in court, or fails to pay an outstanding fine and costs, the process is set in motion to either issue a warrant for his or her arrest, or initiate a non-compliance action, which leads to suspension of the party's driver's license. The process takes time, and as a result, the defendants fail to appreciate the seriousness of the non-compliance and are ultimately suspended. This project would interface with JUSTICE records and issue an immediate mail notice to the defendant, giving the person specific instruction on how to comply and would spell out the consequences of non-action, including the exact data they will be suspended if they fail to comply. Once the defendant fails to respond to the initial notice, there will be a second attempt by a court employee to contact the defendant by telephone to obtain compliance. Each defendant who is brought into compliance will reduce the number of suspended driver's licenses, will increase the amount of court revenue and reduce the number of outstanding case balances.

EXPECTED IMPACT
Baseline: 5,872 Douglas County court cases per year indicate a failure-to-pay/costs for moving traffic violations. These individuals will be referred to the Nebraska Department of Motor Vehicles for license suspensions due to failure-to-pay for traffic violations
Standard Performance Area: Timeliness
Decrease the court cases involving failure-to-pay for moving traffic violations by 25%:
From 5,872 to 4,404
Decrease referrals to DMV for license suspension due to failure-to-pay for traffic violations by 25%: From 5,872 to 4,404

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Project continues	12-31-0121	12-31-0121	Completed
Job description / advertise	02-01-2007	02-01-2007	Completed
JUSTICE computer programming changes	03-01-2007	03-01-2007	Completed
Test programming changes	04-01-2007	04-01-2007	Completed
Hire applicant	05-01-2007	05-01-2007	Completed
Pilot program implemented (test system) and utilize postcards for the first time	06-01-2007	06-20-2007	Completed
Actual start-up. A designated court clerk will continue to track process and collect assessed fines against defendants convicted of moving offenses.	07-01-2007	07-01-2007	Completed
Project will continue in the future with state funds.	09-30-2012	09-30-2012	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication				X		
Vehicle Registration						

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2007	09-15-2007	05-08-2008	Robert Corner
Activity	See comments section below: In 2007 (July through December) a total of 213 failure-t-comply orders were issued from the Douglas County traffic cases prosecuted. This six-month period had only a 1.3% (213 divided by 15,886) failure to comply ratio. The initial goal was to have a 25% decrease in failure-to-comply orders sent to DMV at the end of the first year. In the first six-months the goal for the first year was greatly reduces. The six-month figure of 213 failure-to-comply orders decreased to DMV by 93.3% (213 divided by 3177).		
Problems			
Plans	Compare the same six-months of the benchmark numbers in 2006 to the same six month for actual activity completed in 2007. The six-month period is July through December for the years 2006 vs. 2007.		
Comments	2006 Benchmark (July through December): A total of 3,177 failure-to-comply orders were issued from the 16,170 traffic cases prosecuted. This 2006 six-month period had a 19.6% (3177 divided by 16170) failure-to-comply ratio.		

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	09-30-2008	Robert Corner
Activity	The Douglas County Court had only 705 failure-to-pay violations (October 2007 - September 2008)		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-10-2010	Robert Corner
Activity	The Douglas County Court from October 2008 through September 2009 had 519 failure-to-pay violations. Of the 4,387 traffic cases 12% (519) made no payment.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2009	09-30-2010	02-28-2011	Robert Corner
Activity	The Douglas County Court from October 2009 through September 2010 had 689 failure-to-pay violations. Of the 4,691 traffic cases 14.6% (689) made no payment.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2010	09-09-2011	05-04-2012	Robert Corner
Activity	The Douglas County Court from October 2010 through September 2011 had 624 failure-to-pay violations. Of the 5,000 traffic cases 12.5% (624) made no payment. Project will continue in the future with state funds.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2011	09-30-2012	03-03-2013	Robert Corner
Activity	The Douglas County Court from October 2011 through September 2012 had 808 failure-to-pay violations. Of the 13,029 cases 6.2% (808) made no payment.		
Problems			
Plans			
Comments			

NE-P03 - Define and Implement Acceptance of Electronic Death Record Data into the Traffic Safety Information System

Priority:
Last Updated: 30-MAY-2012
Revision Date: 28-FEB-2011
Status: Completed
Lead Agency: Department of Motor Vehicles
Partners: -
Website:

Project Director

Name: **Ms. Betty Johnson**
Title: Administrator Driver & Vehicle Records Division
Agency: Department of Motor Vehicles
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Project Description*:* The Department of Motor Vehicles (DMV) will work with DHHS to automate the acceptance of death record data. Currently, this information is provided in a printed format, with DMV employees conducting the data entry necessary to update the records. Update the driving record with a "deceased" status is a necessary tool used in combating fraud. DMV has situations where once a record has been marked as deceased, an applicant will appear and try to fraudulently obtain a driver's license or ID card. Accurate and timelier update of records will decrease the opportunity for the fraud to occur.

EXPECTED IMPACT
Baseline: 120-day timeframe for death certificate information to appear on driver record file
Standard Performance Area: Timeliness
Deceased drivers noted on the driver record file with the information sent electronically: <10 days /100% of the drivers

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Development	01-01-2007	01-01-2007	Completed
Developed and implemented software to send death certificate information to DMV in an electronic format instead of the current DHHS printed format.	01-01-2007	05-01-2007	Completed
Implementation	05-01-2007	05-01-2007	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History				X		
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	06-06-2009	Robert Corner
Activity	*This project was completed in May 2007. DMV is receiving death certificate information in an electronic format the day after it is entered into the DHHS "death" data base.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
01-01-2007	05-01-2007	02-28-2011	Robert Corner
Activity	*Implemented software to send death certificate information to DMV in an electronic format instead of the current DHHS printed format. The death certificate information is sent to DMV electronically from DHSS each at the close of the work day and is uploaded to the DMV Driver Record File that same night.*		
Problems			
Plans			
Comments			

NE-P04 - Implement Acceptance of Bar Code Scanning of Alpha-Numeric License Plate Data into the Traffic Safety Information System

Priority: -
Last Updated: 17-MAY-2012
Revision Date: 28-FEB-2011
Status: Completed
Lead Agency: Department of Motor Vehicles
Partners: -
Website:

Project Description: The DMV provided bar code readers to the three Nebraska counties that issue alpha-numeric license plates. By scanning the license plate, the correct number is entered into the DMV registration system. All new vehicles registered in Sarpy, Lancaster, and Douglas Counties will have the license plates scanned. Nebraska will issue new plates in 2011 in which all vehicles registered in 2011 will have the plates scanned.

EXPECTED IMPACT
Baseline: All license plate information was entered manually into the DMV Vehicle, Title, and Registration System (VTR)

Standard Performance Area: Accuracy / Integration
100% of all new vehicles registered with alpha-numeric license plates will have correct information in the DMV VTR database: 100% / 52,100 vehicles

Milestones

Milestone Description	Target Date	Actual Date	Status
Provide bar code scanners to Sarpy and Lancaster Counties	01-01-2006	01-01-2006	Completed
Bar code scanners installed in Douglas County	12-01-2006	12-01-2006	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X		X			
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*Completed in December 06. The three Nebraska counties that have alpha-numeric plates have 100% correct registration information in the DMV VTR database.*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***
01-01-2006	*12-01-2011*	*02-28-2011*	*Robert Corner*
Activity	*Provided bar code scanners to Sarpy, Lancaster, and Douglas counties. Completed in December 2006.*		
Problems			
Plans			
Comments			

NE-P05 - Implement an Automated DMV Driver Testing System in 92 Nebraska Counties

Priority: -
Last Updated: 30-MAY-2012
Revision Date: 28-FEB-2011
Status: Completed
Lead Agency: Department of Motor Vehicles
Partners: -
Website:

Project Director

Project Description*:* Provide bar code scanners to 92 of 93 Nebraska counties (the one county that did not receive a testing system, tests only once a month with just one or two applicants). The new system will streamline the testing process in the DMV Examining Offices across the state that will greatly assist to reduce fraud in the testing process. The new system randomly selects test questions from a pool of different questions.

EXPECTED IMPACT
Baseline: Estimated that 5% of individuals used information of paper test questions from other individuals or exchanged answers while taking the written test.

Standard Performance Area: Consistency
Zero individuals will be able to duplicate the written driver's test or receive a correct answer from another

testing applicant: >99% testing applicants

Milestones

Milestone Description	Target Date	Actual Date	Status
Provide testing equipment / 27 counties	11-01-2005	11-01-2005	Completed
Provide testing equipment / 12 counties	03-01-2006	03-01-2006	Completed
Provide testing equipment / 53 counties	03-01-2007	03-01-2007	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History					X	
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*Completed in the projected 92 Nebraska counties in March 07.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
11-01-2005	*03-01-2007*	*02-28-2011*	*Robert Corner*
Activity	*Provided bar code scanners to 92 Nebraska counties. This new system will streamline the testing process in the DMV Examining Offices across the state and will greatly assist to reduce fraud in the testing process.*		
Problems			
Plans			
Comments			

NE-P06 - Define and implement acceptance of electronic crash/accident data

Priority: -
Last Updated: 11-JUN-2012
Revision Date: 08-MAY-2012
Status: Completed
Lead Agency: NDOR
Partners: -
Website:

Project Director

Name: **Mr. Robert Grant**
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Email: Bob.Grant@nebraska.gov

***Project Description**:* Many Nebraska law enforcement agencies are currently using their own computer systems to capture images and/or data, including those images and data related to crashes. It is important to recognize the value of keeping data locally as well as minimizing duplicate data entry. Instead of using the online application developed by the Department of Roads to submit accident data, the data can be transferred across systems if it is collected locally.
The Department of Roads is developing XML tags that agencies can use to submit accident data electronically to the NDOR. Sleuth, the records management system sponsored by CJIS, will be used to develop and test the specifications and submission of data to NDOR. Once data is received, it must be processed, combined, and imported into the existing systems -- the Accident Records System (document imaging) and the Highway Safety Information System (mainframe repository). Multiple tasks will be required to define, create, and implement the mechanism. The data transfer may be facilitated through NCJIS or other commercial programs. The rapid completion of the XML project is critical to completing this effort.

EXPECTED IMPACT
Baseline: 0 agencies sending crash reports electronically; paper reports are entered into the crash database 105 days to 120 days after being received by NDOR

Standard Performance Area: Timeliness
Baseline of 0 law enforcement agencies sending in crash reports electronically: 56 agencies
Baseline of 120 days for manual data entry reduced: < 90 days / 1,140 crash reports

Completion of the XML Bridge will allow another 100+ agencies to submit the reports electronically. NDOR is working toward a system that will allow the electronic reports to move immediately into the DB2 database. This will reduce the 90 days to <45 days

This project has morphed into NE-PO7

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Development of NDOR web-based Electronic Accident Report	07-01-2006	07-01-2006	Completed
Implementation	01-01-2007	01-01-2007	Completed
XML Bridge	09-30-2010	09-01-2010	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*The XML bridge should be completed by September 2009; The baseline for receiving reports from law enforcement agencies has already exceeded expectations. In 2008 7,482 reports or 13.04% of all crash reports were submitted electronically to NDOR.*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***

01-01-2009	*12-31-2010*	*06-10-2010*	*Robert Corner*
Activity	*The XML bridge completion date has been moved back to September 2010. During testing it was discovered that there was no easy way to determine one crash report from another. The problem will be solved with additional software that adds an annotation of the crash report number to the tiff image. The number of law enforcement agencies reporting electronically has increased from 114 to 134. The total number of EAF reports increased from 13.70% of all crash reports submitted electronically to 18.04% for 2009.*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***
01-01-2010	*12-31-2010*	*05-08-2012*	*Robert Corner*
Activity	*The XML bridge completion date was September 2010. The number of law enforcement agencies reporting electronically has increased from 134 to 141. The total of EAF reports increased from 18.04% of all crash reports submitted electronically to 21.74% for 2010.*		
Problems			
Plans			
Comments			

NE-P07 - Enhance the Crash/Accident Reporting Process

Priority: High
Last Updated: 23-JUN-2014
Revision Date: 13-JUN-2013
Status: Active
Lead Agency: NDOR
Partners: Nebraska Law Enforcement Agencies
Website:

Project Director

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Project Description*:* This project is a continuation and enhancement of Project NE-PO6. The accuracy and timeliness of crash data is dependent on the smooth operation of its supporting software systems. The Crash/Accident Records System (ARS), the document imaging system completed in 2000, has never worked as efficiently as it should, due to problems with the custom software and routing created by the consultants who built it. The Department of Roads proposes to hire Global 360, the software vendor, to correct custom code and routing, create a standard client software installation and configuration for WorkDesk, and upgrade and replace scanning software. This process should eliminate routing problems and make it easier to attach a new, off-site client to the system. The IT Department of the State required that NDOR drop the 360 Global and go with the State new OnBase System for the ARS rewrite. Many Nebraska law enforcement agencies are currently using their own computer systems to capture images and/or data, including those images and data related to crashes. It is important to recognize the value of keeping data locally as well as minimizing duplicate data entry. Instead of using the online application developed by the Department of Roads to submit accident data,

the data can be transferred across systems if it is collected locally.

EXPECTED IMPACT
Baseline: Paper reports are entered into the crash database 105 days to 120 days after being received by NDOR

Standard Performance Area: Timeliness
Electronic crash reports entered into the system within 45 days of the crash: > 90%

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Part of NE-P06 Project	10-30-2011	10-30-2011	Completed
Reengineer the ARS system	07-01-2012	02-04-2013	Completed
Continues to add new law enforcement agencies in transmitting electronic reports.	10-01-2013	10-01-2013	Completed
Continues to add new law enforcement agencies in transmitting electronic reports.	05-11-2015	05-11-2015	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	*Total Budget*
NHTSA Section 408/405c Funds	*See NE-20*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*See NE-20*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*See NE-20*

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
06-16-2009	*06-15-2010*	*06-10-2010*	*Robert Corner*
Activity	This project was enhanced and modified form Project NE-P-06 in 2010		
Problems			
Plans			
Comments			

Report Start	*Report End*	*Report Date*	*Provided By*
01-01-2010	*12-31-2010*	*06-11-2011*	*Robert Corner*
Activity	This project should be completed in July 2012 as far as the ARS rewrite. NDOR will work to add more agencies and users to submit electronic crash reports.		
Problems			
Plans			
Comments			

Report Start	*Report End*	*Report Date*	*Provided By*
01-01-2010	*12-31-2010*	*05-08-2012*	*Robert Corner*

Activity	The XML bridge completion date was September 2010. The number of law enforcement agencies reporting electronically has increased from 134 to 141. The total of EAF reports increased from 18.04% of all crash reports submitted electronically to 21.74% for 2010. For 2010 paper reports took an average of 86.61 days to be entered into the system. Electronic reports took 9.5 days. Overall the original 105 - 120 days for the reports to be entered into the state day system has been reduced to less than 87 days.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
01-01-2011	*12-31-2011*	*06-12-2012*	*Robert Corner*

Activity	*The number of law enforcement agencies reporting electronically has increased to 152. The total of EAF reports increased from 21.74% of all crash reports submitted electronically to 33.53% for 2011.* *For 2011 (July - December) paper reports took an average of 67.9 days to be entered into the system. Electronic* reports *took 7.12 days. Overall the original 105 - 120 days for the reports to be entered into the state day system has been reduced to less than 52 days.*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
10-01-2012	*09-30-2013*	*06-13-2013*	*Robert Corner*

Activity	The number of law enforcement agencies reporting electronically has increased to 152. The total of EAF crash reports submitted electronically increased to 36.11% for CY12.
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
10/01/2014	*05-11-2015*	*05-11-2015*	*Sean Owings*

Activity	*The number of law enforcement agencies reporting electronically has increased to 184. The total of EAF crash reports submitted electronically increased to 59.39% for CY14.* *For 2014 (July - December) paper reports took an average of 52.7 days to be entered into the system. Electronic reports took 9.06 days.*
Problems	
Plans	
Comments	

NE-P08 - Maintain Standardized Crash/Accident Diagrams

Priority: -
Last Updated: 17-MAY-2012
Revision Date: 09-JUN-2007
Status: Completed
Lead Agency: Nebraska Commission on Law Enforcement and Criminal Justice
Partners: Nebraska Law Enforcement Agencies
Website:

Project Director

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Project Description*:* One component of electronic accident data is a computer generated diagram of the crash scene. CJIS provides standardized computer software called EasyStreet Draw, which is used for the creation of accident diagrams in over 200 Nebraska law enforcement agencies. Each new deputy sheriff and police officer graduating from the Nebraska Law Enforcement Training Center receives instruction on EasyStreet Draw. The program uses a drag and drop interface for the placement of objects on a diagram. It also supports several image export formats and can accept raw data from certain laser measurement devices.

Support costs for EasyStreet Draw through Trancite Logic Systems is $13,300 per year and is paid by the Crime Commission through Highway Safety Traffic Records Improvement funds. This support entitles all participating law enforcement agencies to receive support and software upgrades.

EXPECTED IMPACT
Baseline: Paper reports are entered into the crash database 105 days to 120 days after being received by DOR

Standard Performance Area: Timeliness
Electronic crash reports entered into the system within 45 days of the crash: > 90%

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
EZ Draw Maintenance Contract	03-01-2007	03-01-2007	Completed
Train 100% of LETC recruits by the end of each state fiscal year	07-01-2008	07-01-2008	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						

Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*This activity is now incorporated into the E-Citation Automation 408 grant.*		
Problems			
Plans			
Comments			

NE-P09 - EMS Data Quality Assessment and Improvement

Priority: -
Last Updated: 24-JUN-2014
Revision Date: 13-JUN-2013
Status: Active
Lead Agency: Department of Health and Human Services
Partners: Fire and Rescue Squads
Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

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Project Description*:* Because the EMS providers use various information systems, the data DHHS receives varies by providers in terms of a format and coding system. The data quality and availability has been a great concern. Thanks to the FY 2006 Section 408 fund, beginning in February 2007, DHHS has been conducting data quality assessments to evaluate data completeness, accuracy, and compliance with the Nebraska EMS Data Dictionary that was developed based on the NHTSA 2.2.1 version of a Data Dictionary. Subsequently, the findings of the assessment are used to improve the Nebraska EMS information system in terms of data capture, quality, and compliance with the Nebraska EMS Data Dictionary. The Nebraska statewide EMS data has not been compiled since 2002 due to inconsistent data reporting formats and content submitted by the EMS service providers across the state. The project attempts to merge various EMS data sets to create a statewide EMS data set and establish baselines that will be used to set up objectives for data improvement.

EXPECTED IMPACT
Standard Performance Area: Timeliness
Baseline: 4-month timeframe to complete EMS data quality assessment after data is delivered to DHHS
# of days from the delivery of EMS data to assessment of data: 90 days or < / 100%
<10 days /100%

Standard Performance Area: Completeness / Integration
Baseline: Establish in 2007

% of data elements in the EMS database required by the EMS Data Dictionary: % of elements / 25% or > increase

Standard Performance Area: Integration
Baseline: Establish in 2007
% of crash-related EMS injury runs that can be linked to crash records: 20% or > increase
% of crash-related EMS injury runs that can be linked to hospital discharge records: 20% or > increase

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Establish work group	02-01-2007	02-01-2007	Completed
Complete Omaha Fire & Rescue (2001/2006) data quality assessment	06-01-2007	06-01-2007	Completed
Access various 2005 & 2006 EMS datasets	06-01-2007	06-28-2007	Completed
Draft summary report	07-01-2007	08-15-2007	Completed
Review and finalize report	09-01-2007	09-15-2007	Completed
Continue with datasets for succeeding years (On-going)	09-30-2014		On Schedule
EMS Ambulance service data quality report developed and distributed.	9/30/2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS		X	X	X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	*Total Budget*
NHTSA Section 408/405c Funds	*$31,718.50*
State Funds	*$0.00*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*$35,619.00*
State Funds	*$0.00*

Budget Source - 2016	*Total Budget*
NHTSA Section 405c Funds	*$65,638.00*
State Funds	*$0.00*

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*

Activity	*As a sideline to this project, a greater numbers of ambulance squads are participating in the DHHS / EMS electronic information system. This has improved greatly both the quality of the report and timeliness of its receipt to DHHS. The state is working on a bridge so that the Lincoln & Omaha electronic formats are compatible with the state's format. Even though the EMS electronic NARSIS reporting system is not being funded through 408, Nebraska used it as an area to show improvement in a data base system.*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-10-2010	Robert Corner
Activity	Quality assessment of the 2008 e-NARSIS data and the Lincoln Fire and Rescue Data was conducted separately, since the two systems do not accommodate each other. The results were presented at the July 2009 CODES Advisory Committee meeting. The problems are being worked on so that the EMS data analyst will now be able to receive the Lincoln Fire and Rescue data in a compatible format. Work continues to get the Omaha Fire & Rescue data in a workable format. The EMS data analyst prepared a SAS program and a report template for data quality for each single EMS provider service.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2009	09-30-2010	02-28-2011	Robert Corner
Activity	Quality assessment of the 2009 e-NARSIS data and the Lincoln Fire and Rescue Data was conducted separately, since the two systems do not accommodate each other. The results were presented at a 2010 CODES Advisory Committee meeting. The problems have been worked out so that the EMS data analyst will now be able to receive the Lincoln Fire and Rescue data in a compatible format. Work continues to get the Omaha Fire & Rescue data in a workable format. The EMS data analyst prepared a SAS program and a report template for data quality for each single EMS provider service.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2010	09-30-2011	05-09-2012	Robert Corner
Activity	Due to the difficulty extracting crash related EMS records from earlier EMS data, DHHS has only completely linked EMS-Crash-Hospital-Death data set for the 2009 calendar year. For 2009, a total of 8,128 (10.08%) out of 80,664 records from crash data have been linked to EMS data. A total of 5,756 (70.82%) of the 8,128 records were further linked to hospital discharge data. DHHS has written new rules and regulations that once approved by the Governor and Attorney General will require all EMS providers to submit electronic reports of all EMS activity. A two grace period will be in effect upon approval.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-13-2013	Robert Corner
Activity	DHHS has completely linked EMS-Crash-Hospital-Death data set for the 2010 and 2011 calendar years and is working on 2012 data. For 2012, a total of 76,461 electronic eNARSIS records from crash data have been linked to EMS data, as well as 23,099 Omaha and 26,274 Lincoln Fire and Rescue records. A total of 80.56% of records on the EMS database are NEMIS compliant. DHHS has written new rules and regulations that have been approved by the Governor and Attorney General. All EMS providers will now be required to submit electronic reports of all EMS activity. A two year grace period is a part of the rules and regulations.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
04-13-2013	03-13-2014	06-11-2014	Linda Kearns

Activity	*Narrative of the Improvement(s): For the EMS data collected in 2012, throughout the year the average number of days decreased from 32 days to report in Jan. 2012 to 14 days to report in Dec. 2012. Also the percent of records received within 10 days increased from 70.2% in Jan to 77.7% in Dec. 2012. For the EMS data collected in 2013, the statewide dataset is not complete due to a transition with the Omaha Fire and Rescue EMS data manager (we received the remaining Omaha data on June 5, 2014). However, for the first 5 months of 2013 we observed an improvement in the percentage of EMS services reporting within 10 days of the incident from 84% to 98%, and an improvement in the average number of days from incident to data received at DHHS from 9 days to 2 days.* *Narrative Description of Calculation/Estimation Method:* *Timeliness – the records received within 10 days of the incident are flagged, and then the number of records meeting that requirement are divided by the total number of records received. This provides us with the percentage of records received within 10 days of the incident.* *To calculate the mean number of days from the incident, first the number of days for each record is calculated by subtracting the date the record was received by DHHS from the date of the incident. Then for the entire dataset the average of the variable is calculated.* *Date and Baseline Value for the Measure:* *From April 1, 2012 to March 31, 2013 the percentage of records received by DHHS within 10 days of the incident was 77.43%.* *From April 1, 2012 to March 31, 2013 the average number of days from the incident until DHHS received the record was 23.* *Date and Current Value for the Measure:* *From April 1, 2013 to March 31, 2014 the percentage of records received by DHHS within 10 days of the incident was 87.8%.* *From April 1, 2013 to March 31, 2014 the average number of days from the incident until DHHS received the record was 6.*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
10-01-2013	9/30/2014	5/15/2015	Ashley Newmyer

Activity	*During FY2014 a statewide EMS working file that contained frequently use data elements for 2012 and 2013 data was compiled.* *The EMS data analyst sent out data quality assessment reports to 3 pilot service stations at the beginning of 2014. Based on the feedback from these three pilot stations, the CODES staff worked together building a new query method for data quality assessment. After adjusting the query methods, the EMS data analyst produced 357 data quality assessment reports for all active EMS services from the 2012 data, as well as a statewide report and seven regional data quality assessment reports. The EMS data analyst contacted the EMS Regional coordinators requesting the EMS service contact lists for each EMS region. The analyst also notified the EMS regional coordinators about the distribution of the data quality assessment reports to their services. The EMS data analyst built an automatic system to generate a report packet for each service station and distribute these reports by EMS region. The EMS data analyst distributed the 2012 data quality reports to all the regions with an EMS service contact. The EMS data analyst collected questions from the services and EMS regional coordinate to create a frequently asked questions (FAQ) sheet. The quality control measurements for EMS data for years 2013 and 2014 were also developed. The EMS data analyst developed a draft of the EMS statewide annual report for 2012 data.*
Problems	*Planning for data management issues when the new rule and regulations go into effect and required the EMS data system to move to the NEMSIS v. 3 standard. This will require a new software platform being developed by our software vendor and a new process will need to be developed to receive and analysis the raw data from this system.*
Plans	*The service level 2013 data quality assessment report will be generated and distributed to all EMS regions.*
Comments	

Linked Items

Type	*Label*	*Name*
Performance Measure	*NE-P09*	*EMS Data Quality Assessment & Improvement*

NE-P10 - Nebraska Trauma Registry Training and Knowledge web base Development

Priority: -
Last Updated: 17-MAY-2012
Revision Date: 09-JUN-2009
Status: Completed
Lead Agency: DHHS
Partners: -
Website:

Project Director

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Project Description*:* The web-based Trauma Bridge system has been developed by DHHS, and will be used to collect trauma data from hospitals across Nebraska. The quality of trauma data is essential for the success of the statewide trauma system. During the implementation of the trauma bridge system, DHHS will provide guidelines, orientation and training for hospitals to use the system and assure that all hospitals follow the same state data dictionary and protocols. In addition, DHHS also will develop an online knowledge base or guideline that will help trauma registrars, especially those in small hospitals, to understand ICD-9-CM coding, data collection and health information management.

The project aims to provide training for hospital trauma registrars to use the web-based Trauma Bridge System, and develop an online knowledge base or guideline for trauma data collection.

EXPECTED IMPACT
Standard Performance Area: Completeness
Baseline: Only trauma Region II has its own web-based data collection system. None of the 29 small hospitals (general and basic trauma centers) from Region's III and IV currently submit trauma records in paper forms to regional trauma registrars.
% of small hospitals in Region 3 & 4 that can submit trauma records electronically: >40%

Improvement: Total 15 small trauma hospitals (general and basic trauma centers) were trained, 9 from Region IV, 3 from Region III and 3 from region II. Among those 15 hospitals, 9 hospitals are using the trauma bridge system now to submit trauma data to regional trauma registrars and DHHS. All data received will establish baselines for completeness, consistency and accuracy.

Standard Performance Area: Timeliness
Baseline: State trauma regulation requires designated trauma facilities submit data to DHHS on a monthly basis.
% of trauma records that can be retrieved by DHHS in 24 hours after they are entered into the system: 100%.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Provide w/b training to 7 trauma centers	01-01-2007	12-01-2006	Completed
Pilot – provide training to 9 small hospitals. A total of 27 hospitals were trained.	02-01-2007	03-01-2007	Completed
Host an onsite user group meeting	09-01-2007	10-03-2007	Completed
Report writer implemented	11-01-2007	11-01-2007	Completed
Continuation of training at NE hospitals	11-01-2008	11-01-2008	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS		X		X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*Completed - 100% of all trauma records are retrieved by DHHS in 24 hours after they are entered into the system.*		
Problems			
Plans			
Comments			

Linked Items

Type	*Label*	*Name*

NE-P11 - Nebraska Trauma Registry Module Purchase

Priority: -
Last Updated: 17-MAY-2012
Revision Date: 09-JUN-2007
Status: Completed
Lead Agency: DHSS
Partners: -
Website:

Project Director

Name: **Ming Qu**
Title: Health Section Administrator
Agency: Department of Health and Human Services
Office: Division of Public Health
Address: 301 Centennial Mall South, PO Box 95007
City, Zip: Lincoln 68509
Phone: (402) 471-0566
Email: ming.qu@nebraska.gov

Project Description*:* DHHS will work with ImageTrend to The web-based trauma bridge system is a user-friendly, state-provided, scale able trauma registry solution for all hospitals to use at no cost. It will give all hospitals in Nebraska, large and small, the information technology to continuously improve their trauma services. In addition, the system was designed to seamlessly integrate with the Electronic Nebraska Ambulance and Rescue Services Information System (e-NARSIS). This allows hospitals to pre-populate their EMS records and referring hospital records, and assure accurate, reliable patient data.

The project aims to help DHHS to complete the purchase of the web-based trauma bridge system, and access the state trauma system efficiency and effectiveness and the outcome of traffic crashes.

EXPECTED IMPACT
Standard Performance Area: Timeliness
Baseline: State trauma regulation requires designated trauma facilities submit data to DHHS on a monthly basis.
% of trauma records from rehabilitation hospitals that can be retrieved by DHHS in 24 hours after they are entered into the system: 100%.
Improvement: Through the trauma bridge system, trauma records can be retrieved by DHHS in 24 hours after they are entered into the system.
Standard Performance Area: Integration
Baseline: All hospital data from acute care, burn and rehabilitation hospitals are independent improvement: Through the trauma bridge system, trauma records can be linked cross pre-hospital (e-NARSIS), as well as acute care, burn and rehabilitation hospitals.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Purchase rehabilitation hospital module	03-01-2007	03-01-2007	Completed
Purchase burn hospital module	06-01-2007	05-01-2007	Completed
Purchase a report writer module	09-01-2007	06-06-2007	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS			X			
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*Completed. The trauma registry modules have been purchased and are assisting in the E-CODE project.*		
Problems			
Plans			
Comments			

NE-P12 - Crash Outcome Data Evaluation System (CODES)

Priority: High
Last Updated: *15*-MAY-2015
Revision Date: 20-MAR-2013
Status: Active
Lead Agency: DHHS
Partners: -
Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**
Title: Health Section Administrator
Agency: Department of Health and Human Services
Office: Division of Public Health
Address: 301 Centennial Mall South, PO Box 95007
City, Zip: Lincoln 68509
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Email: ming.qu@nebraska.gov

Project Description*:* CODES is responsible for linking the motor vehicle crash records with the medical files including the EMS, Hospital Discharge, and Death Certificate Data 2) using the CODES data to support highway safety and injury prevention activities at the federal, state, and local levels. Nebraska CODES has been successful and effective. CODES has linked 10 years of data from 1996 to 2005 and used the linked data extensively to conduct research projects and produce technical reports and fact sheets. Numbers of CODES studies were presented at the national conferences; and some of them were published in national journals. Local and national newspapers reported CODES studies. The National Traffic Assessment Team highly praised what Nebraska CODES has accomplished during last summer's assessment. A NHTSA officer recognized CODES performance recently. They are impressed by the quantity and quality of CODES' work.

Expected Impact:
Standard Performance Area: Timeliness
Baseline: Linkage completed 180 days (6 months) after the Crash, EMS, Hospital Discharge, and Death

Certificate Data was received; linked data becomes available in 2 months of validation after completion of linkage.
% of 2005 data linkage completed within (5 months) : >99%.

Standard Performance Area: Integration
Baseline: # crash injury records linked with the number of hospital discharge records-- the linkage rate was 54% (2004 data).
% of crash injury records and hospital discharge records linked (2005 data): =56%

Standard Performance Area: Accessibility
Baseline: This is an on-going process. The linked CODES data is available upon request. It usually takes two weeks to prepare the raw data. To prepare aggregate data, it depends on the amount of information, priority of the request, and available personal services.
As a major information source, CODES will continue to serve the highway safety and injury prevention agencies and communities to support their programs. CODES will continue to use its expertise in data management, analysis, interpretation, and reporting to contribute to other programs.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Hold quarterly committee meetings	10-10-2006	07-18-2007	Completed
Non-Nebraska residents traffic crashes	12-01-2006	12-01-2006	Completed
Pick-up crash study	05-01-2007	05-01-2007	Completed
2005 CODES Data Linkage	05-01-2007	05-01-2007	Completed
Hold quarterly meetings (On-going)	09-30-2014		On Schedule
Continue with data sets for succeeding years (Ongoing)	09-13-2015	06-13-2014	On Schedule
Crash data linkage. This is an on-going project.	09-30-2015		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS			X			
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	*Total Budget*
NHTSA Section 408/405c Funds	*$107,676.29*
Other Federal Funds	*$0.00*
State Funds	*$0.00*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*$164,578.00*
Other Federal Funds	*$0.00*
State Funds	*$0.00*

Budget Source - 2016	*Total Budget*
NHTSA Section 405c Funds	*$168,980.00*
Other Federal Funds	*$0.00*
State Funds	*$0.00*

Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2007	09-30-2008	06-11-2009	Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2008	09-30-2009	06-10-2010	Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2009	09-30-2010	02-28-2011	Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2010	09-30-2011	05-09-2012	Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
04-13-2013	03-31-2014	06-11-2014	Ashely Newmyer

	Narrative of the Improvement(s): *Since 2010, the linkage rate of the CODES project has improved from around 50% to just over 80% of records linked.* *Narrative Description of Calculation / Estimation Method:* *DHHS has calculate the linkage rate according to the police crash report variable (TRANSPORTED TO MEDICAL FACILITY CODE), if the police report these code (people involved in crash were transported by EMS, Police, other, unknown and transported (history)), then DHHS flags these records as transported to a medical facility. Then DHHS divides the number of records that were transported to a medical facility and linked to the E-CODE dataset by the total number of records that were transported to medical facility and convert to a percentage.*
Activity	*Linkage rate=((the number of people who were transported to medical facility and linked to ECODE dataset)/(the number of people who were transported to medical facility))*100%* *Date and Baseline Value for the Measure:* *(A contiguous, 12 month performance period starting no earlier than April 1, 2013)* *For the datasets received (which consisted of crashes that occurred in 2011) and linked between April 1, 2012 and March 31, 2013 the linkage rate was 81%.* *Date and Current Value for the Measure:* *(An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year).* *For the datasets received (which consisted of crashes that occurred in 2012) and linked between April 1, 2013 and March 31, 2014 the linkage rate was 77%.*
Problems	
Plans	
Comments	

Report Start		***Report Start***	***Report End***		***Report Start***	***Report En***
03-31-2014		*03-31-2014*	*09-30-2014*		*03-31-2014*	*09-30-2014*

Activity	*On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.* *A state specific study was completed on Older Adult Drivers in Nebraska.* *A manuscript was accepted in the Traffic Injury Prevention Journal.*
Problems	
Plans	
Comments	

Linked Items

Type	***Label***	***Name***
Performance Measure	*NE-P12*	*CODES Data Quality Assessment & Improvement*

NE-P13 - Conduct a NHTSA Approved State Traffic Records Assessment

Priority: -
Last Updated: 22-MAR-2013
Revision Date: 08-MAY-2012
Status: Completed
Lead Agency: NDOR
Partners: -
Website:

Project Director

Project Description*:* The State will schedule and conduct a statewide Traffic Records Assessment (TRA) with a team approved by NHTSA before September 30, 2007. A second statewide Traffic Records Assessment was scheduled and completed July 17 - July 22, 2011. This will meet the condition required by Section 408 for a state to be eligible in order to apply for 408 funding. In addition, the results of the assessment will aid the TRCC in planning and prioritizing projects and activities to improve the state highway safety data and traffic records system.

EXPECTED IMPACT
Baseline: 15 major recommendations as a result of the 2011 Traffic Records Assessment
Standard Performance Area: Timeliness
Major recommendations to be included in the FY07 & FY12 408 application: > 70%
Major recommendation to be included in the FY12 408 application: To be considered after the assessment and determined by the TRCC committee.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
TRA Assessment	09-01-2006	08-01-2006	Completed
Final written report	12-01-2006	12-01-2006	Completed
TRA Assessment	07-17-2011	07-17-2011	Completed
Final written report	09-30-2011	03-23-2012	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History				X		
Injury Surveillance / EMS				X		
Roadway				X		
Citation / Adjudication				X		
Vehicle Registration				X		

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
03-16-2008	*06-15-2008*	*06-11-2009*	*Robert Corner*
Activity	*The State Traffic Records Assessment was completed August 20-25, 2006 with the final written report sent to Nebraska in December 2006*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-09-2010	09-30-2011	02-28-2011	Robert Corner
Activity	*NHTSA Region VII Office has informed the Nebraska Office of Highway Safety that the required Traffic Records Assessment for 408 funding has been scheduled for July 17 - July 22, 2011.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
07-17-2011	03-15-2012	05-08-2012	Robert Corner
Activity	*The second State Traffic Records Assessment was completed July 17-22, 2011 with the final written report sent to Nebraska in March 2012*		
Problems			
Plans			
Comments			

NE-P14 - Lancaster County Traffic Court to Reduce the Outstanding Overdue Case Balances

Priority: -
Last Updated: 14-JUN-2013
Revision Date: 20-MAR-2013
Status: Completed
Lead Agency: Nebraska Supreme Court
Partners: Nebraska Court Administrator's Office
Website:

Project Director

Project Description: When a traffic defendant fails to appear in court, or fails to pay an outstanding fine and costs, the process is set in motion to either issue a warrant for his or her arrest, or initiate a non-compliance action, which leads to suspension of the party's driver's license. The process takes time, and as a result, the defendants fail to appreciate the seriousness of the non-compliance and are ultimately suspended. This project would interface with JUSTICE records and issue an immediate mail notice to the defendant, giving the person specific instruction on how to comply and would spell out the consequences of non-action, including the exact data they will be suspended if they fail to comply. Once the defendant fails to respond to the initial notice, there will be a second attempt by a court employee to contact the defendant by telephone to obtain compliance. Each defendant who is brought into compliance will reduce the number of suspended driver's licenses, will increase the amount of court revenue and reduce the number of outstanding case balances.

Baseline:
In 2007 - 1,966 Lancaster County court cases per year indicate failure-to-pay/costs for moving traffic violations. These individuals will be referred to the Nebraska Department of Motor Vehicles for license suspensions due to failure-to-pay for traffic violations.

Standard Performance Area: Timeliness
Decrease the court cases involving failure-to-pay for moving traffic violations by 25% of the 2007 totals: From 1,966 in 2007 to 1,474 in 2008 (12 full months of implementation).

Milestones

Milestone Description	Target Date	Actual Date	Status
Job description / advertise	10-01-2007	10-01-2007	Completed
Hire Applicant	11-01-2007	11-01-2007	Completed
Implement pilot program (test system) and utilize postcards for the first time	12-01-2007	12-01-2007	Completed
Actual start-up	02-01-2008	02-01-2008	Completed
Project Activity Continuation	09-30-2011	09-30-2011	Completed
Activity continued throughout FY12. In FY13 project activity will continue with state funds.	09-30-2012	09-30-2012	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication				X		
Vehicle Registration						

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2008	*06-15-2009*	*03-20-2009*	*Robert Corner*
Activity	*Anticipated for year 1 project activity: A twenty-five (25%) decrease in NDMV license suspensions from 1,966 in 2007 to 1,474 in 2008.* *Achieved results for year 1 project activity: NDMV issued 767 suspensions for a twelve (12) months (February 2008 through January 2009) for non-payment of traffic fines ordered by Lancaster County Court. Instead of a 25% projected decrease (1,474 divided by 1,966), the project actually achieved a 61% decrease (767 divided by 1,966 - 2007 baseline) for a twelve month period.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	*06-15-2010*	*06-10-2010*	*Robert Corner*
Activity	*The Lancaster County Court from October 2008 through September 2009 had 870 failure-to-pay violations. Of the 3,626 traffic cases 24% (870) made no payment. Because of the success of the project, the Lancaster County Court has expanded its use of the collection process to include criminal non-probation cases as well. Through this program an additional 8,300 cases were paid within the parameters of the time pay order, and hundreds of possible warrants and the resulting stress upon the court law enforcement systems were avoided.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2009	*09-30-2010*	*02-28-2011*	*Robert Corner*
Activity	*The Lancaster County Court from October 2009 through September 2010 had 826 failure-to-pay violations. Of the 3,552 traffic cases 23.3% (826) made no payment.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2010	*09-30-2011*	*05-04-2012*	*Robert Corner*
Activity	*The Lancaster County Court from October 2010 through September 2011 had 794 failure-to-pay violations. Of the 3,740 traffic cases 21.2% (794) made no payment.*		

Problems	
Plans	
Comments	

Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2011	*09-30-2012*	*03-20-2013*	*Robert Corner*
Activity	*The Lancaster County Court from October 2011 through September 2012 had 793 failure-to-pay violations. Of the 3,615 traffic cases 21.9% (793) made no payment. In FY13 project activity will continue with state funds.*		
Problems			
Plans			
Comments			

Linked Items

Type	***Label***	***Name***
Performance Measure	*NE_PM02*	*NE_PM02 - Citation / Adjudication / Timeliness*

NE-P15 - Electronic Nebraska Ambulance Rescue Squad Information System (eNARSIS)

Priority: -
Last Updated: *15*-MAY-2015
Revision Date: 21-MAR-2013
Status: Active
Lead Agency: DHHS
Partners: EMS Division of the Nebraska Department of Health and Human Systems.
Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**
Title: Health Section Administrator
Agency: Department of Health and Human Services
Office: Division of Public Health
Address: 301 Centennial Mall South, PO Box 95007
City, Zip: Lincoln 68509
Phone: (402) 471-0566
Email: ming.qu@nebraska.gov

Project Description*:* The EMS Division of the Nebraska Department of Health and Human Systems (DHHS) has completed the Rule & Regulation process and is awaiting approval from the Governor to implement the Rule & Regulation that ambulance squads must submit electronic reports to EMS on all ambulance calls. Currently ambulance squads can submit paper reports to EMS NARSIS (Nebraska Ambulance Rescue Squad Information System). In 2007 the EMS Division began training ambulance squads in electronic reporting in a program called e-NARSIS. The e-NARSIS report was uniform and required certain elements that had to be reported. The average number of days it takes to receive an ambulance squad report by paper (NARSIS) versus the number of days it takes to receive the report electronically (e-NARSIS) will be compared and calculated. It is expected to cut the reporting time by 50% from the 77 average days in 2007 to submit a paper report to <38 days to submit an electronic report in 2008.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
E-NARSIS Users Group has completed Nebraska's Data Dictionary and has updated the NEMSIS 3.0 requirements into the reporting forms. Once the roll out of NEMSIS 3.0 is approved on the federal level, Nebraska EMS will be in complete compliance.	09-30-2011	04-30-2012	Completed
The Gap Analysis was completed and presented to the DHHS EMS Program and Users Group	01-30-2014		Completed
The Users Group was able to come to a consensus on the data standards. The Administrative staff has completed part of the training and plans to follow up with the second part of the training at the July 15-18, 2014 ImageTrend EDS Conference	07-18-2014		On Schedule
Through efforts of many health field officials, DHHS has submitted new Rules & Regulations to the Governor's Office (Nebraska Administrative Procedures Act). The Rules & Regulations will require all ambulance squads to report all ambulance runs electronically. The Governor has now approved the new rules and regulations. The new procedures will give all Nebraska ambulance squads two years to comply when they must submit electronic reports with DHHS. Nebraska will then have 100% compliance of all EMS squads submitting reports electronically.	09-30-2014		On Schedule
In 2007 EMS Division began training receptive ambulance squads in electronic reporting in a program called e-NARSIS. The concept was a time and cost savings to the ambulance squad. The report itself has all the NEMIS elements with required uniform fields with information that must be submitted to the EMS Division. Squads continue to be trained on a voluntary basis beginning in 2008 (On-going project funded with state funds).	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS				X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	***Total Budget***
NHTSA Section 400/405c Funds	*$5,406.76*
State EMS Funds (DHHS)	*$0.00*

Budget Source - 2015	***Total Budget***
NHTSA Section 408/405c Funds	*$0.00*
State EMS Funds (DHHS)	*$0.00*

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2008	06-15-2009	03-03-2009	Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2008 the average time was 65 days. In 2007 the EMS Division began training in an electronic form to squads who volunteered for the training. Nebraska currently has 431 EMS squads. During 2008, 233 or 54% voluntarily submitted EMS reports electronically. The average number of days for the EMS Division to receive the electronic reports was 11 days.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-10-2010	Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2008 the paper EMS reports averaged 65 days and in 2009 the reports averaged 60 days. In 2007 the EMS Division began training in an electronic form to squads who volunteered for the training. Nebraska currently has 428 EMS squads. The average number of days for the EMS Division to receive the electronic reports - 6 days.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2010	09-30-2011	02-28-2011	Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2008 the paper EMS reports averaged 65 days, 2009 the reports averaged 60 days and in 2010 the reports averaged 58 days. The average number of days for the EMS Division to receive the electronic reports - 5 days.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2011 the paper EMS reports averaged 57 days and in 2012 the reports averaged 52 days. The average number of days for the EMS Division to receive the electronic reports remained at 5 days. In 2012, 337 (79.5%) of 424 EMS squads were using electronic reports.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
11-26-2013	07-18-2014	06-24-2014	Doug Fuller
Activity	EMS conducted a two-day users group meeting in Lincoln, NE. A representative group of pre-hospital care providers worked to bring the State regulatory requirement to be in highest National Emergency Medical Service Information System (NEMSIS) compliance. Additional funds were requested to provide administrative training of staff on the setting up and implementation of the new software (Elite) that will be used to meet the demands of the NEMSIS Version 3.3.4 and attend the annual ImageTrend Conference to continue to learn how the new software will function.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
11-26-2013	01-30-2014	06-24-2014	Doug Fuller
Activity	*A contractor was hired by the DHHS EMS Program to perform a gap analysis of the current Nebraska Emergency Medical Services Standards verses the National Emergency Medical Services Information System (NEMSIS V3) and present that report to the EMS Users Group for discussion and to the DHHS EMS Program to use as a starting point in bringing the Nebraska Emergency Medical Services Standards in line with the NEMSIS V3.*		
Problems			
Plans			
Comments			

Type	Label	Name
Performance Measure	NE_PM01	NE_PM01 - Injury Surveillance / EMS / Timeliness

Report Start	Report End	Report Date	Provided By
02-01-2014	12-31-2014	05-15-2015	Ashley Newmyer
Activity	*In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. By December 2014, the yearly average number of days for the DHHS to receive the electronic reports remained around 5 days, however the months of November and December indicated an improvement in timeliness to 3.25 days. In 2014, 329 (78%) of 424 EMS squads were using electronic reports.*		
Problems			
Plans			
Comments			

Linked Items

Name
NE_PM01 - Injury Surveillance / EMS / Timeliness

NE-P16 - Nebraska E-CODES

Priority: -
Last Updated: 15-MAY-2015
Revision Date: 20-MAR-2013
Status: Active
Lead Agency: Nebraska Department of Health & Human Services (DHHS)
Partners: -
Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**
Title: Health Section Administrator
Agency: Department of Health and Human Services
Office: Division of Public Health
Address: 301 Centennial Mall South, PO Box 95007
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Project Description*:* The injury surveillance system is the primary data system for the traffic safety, public health, and law enforcement agencies. Injury related hospital discharge data (E-CODE) is a major set for injury surveillance and injury prevention. Important injury surveillance activities have been

implemented with limited resources. The data quality of E-CODE is very important since it has a huge influence on public health. DHHS has been working very closely with the NE Hospital Association to assess the data quality and the level of hospital compliance with the NE E-CODE law, monitor progress in E-CODE compliance, provide feedback to reporting hospitals, and recommendations for improvement.

Standard Performance Area: Accuracy and Completeness
Have a 95% reporting rate from NE hospitals; increase the valid injury rate for a baseline of 56% to 70% by 2009.

The performance measure used to track improvements in the E-CODE dataset (this dataset represents both inpatient and emergency department records resulting from an injury) is the timeliness of data reporting and the accuracy of records indicating an injury and also containing an external cause of injury code. Injury data is collected in E-CODE for all injuries, including those crash related injuries that result in a hospitalization or ED visit.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Receive 2006 E-CODE data - completed Receive 2007 E-CODE data	11-01-1987	11-30-1987	Completed
Prepare data for analysis	12-30-1987	01-15-2009	Completed
E-CODE Summary Report (On-going)	09-30-2014		On Schedule
Analyze data (on-going)	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X		X		
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	*Total Budget*
NHTSA Section 408/405c Funds	*$31,703.88*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*$35,619.00*

Budget Source - 2016	*Total Budget*
NHTSA Section 405c Funds	*$36,638.00*

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
10-01-2007	*09-30-2008*	*06-11-2009*	*Robert Corner*
Activity	*On-going project. This project helps with quality data for the overall CODES project.*		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2008	09-30-2009	06-11-2010	Robert Corner
Activity	On-going project. This project helps with quality data for the overall CODES project. The draft reporting cards for 87 hospitals were finished in August 2009. The E-CODE data quality summary report was prepared in September 2009.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2009	09-30-2010	02-28-2011	Robert Corner
Activity	On-going project. This project helps with quality data for the overall CODES project. The draft reporting cards for 87 hospitals were finished in July 2010. The E-CODE data quality summary report was prepared in September 2010.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2010	09-30-2011	05-10-2012	Robert Corner
Activity	On-going project. This project helps with quality data for the overall CODES project. Developed a summary report of the reporting cards for each of the 87 hospitals. The E-CODE data quality summary report was prepared in May 2011.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	On-going project. This project helps with quality data for the overall CODES project. The E-CODE analyst developed a summary report of the reporting cards for each of the 88 hospitals. The E-CODE data quality summary report was prepared in June 2012. The average number of day from hospital/emergency room discharge until data is entered into database for 2012 is 36 days.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
04-01-2012	03-31-2014	06-02-2014	Ashley Newmyer

Activity	*The performance measure used to track improvements in the E-CODE dataset (this dataset represents both inpatient and emergency department records resulting from an injury) is the timeliness of data reporting and the accuracy of records indicating an injury and also containing an external cause of injury code. Injury data is collected in E-CODE for all injuries, including those crash related injuries that result in a hospitalization or ED visit.* *Since the baseline year we have observed an improvement in data timeliness from an average of 38.25 days in to an average of 17.17 days in for the reporting year ending in Mar. 2014. For this dataset, accuracy has remained stable for both the ED records and the inpatient records. From baseline to current value the percent of inpatient records with an injury diagnosis code and an external cause of injury code have remained stable at 70%. For ED records the percentage of records with an injury diagnosis code and an external cause of injury code have remained at 90% from baseline year to current year. For further attempts to improve accuracy we are meeting with the Nebraska Hospital Association who provides education to medical records departments and are exploring other avenues to improve these measures.* *The timeliness measure is calculated by calculating the time lapse for each record between the date the record was entered in our system and the discharge date on the record, and then calculating the average number of days among all records.* *The accuracy measure is calculated by dividing the number of records with both a valid injury diagnosis code and external cause of injury code by the total number of records in both inpatient and emergency department subsets respectively.* *Date and Baseline Value for the Measure:* *Timeliness: From April 1, 2012 to March 31, 2013 the average number of days from hospital or ED discharge until the data was entered was 38.25 days.* *Accuracy: From April 1, 2012 to March 31, 2013 the percentage of inpatient records with an injury diagnosis code and an external cause of injury code was 70%.* *From April 1, 2012 to March 31, 2013 the percentage of ED records with an injury diagnosis code and an external cause of injury code was 90%.* *Date and Current Value for the Measure:* *Timeliness: From April, 1, 2013 to March 31, 2014 the average number of days from hospital or ED discharge until the data was entered was 17.17 days.* *Accuracy: From April, 1, 2013 to March 31, 2014 the percentage of inpatient records with an injury diagnosis code and an external cause of injury code was 70%.* *From April, 1, 2013 to March 31, 2014 the percentage of ED records with an injury diagnosis code and an external cause of injury code was 90%.*
Problems	
Plans	
Comments	

Report Start	**Report End**	**Report Date**	**Provided By**
04-01-2014	*09-30-2014*	*05-15-2015*	*Ashley Newmyer*

Activity	*On-going project. This project helps with quality data for the overall CODES project. The E-CODE analyst developed a summary report of the reporting cards for each of the 88 hospitals. The E-CODE analyst also has started learning and preparing for the conversion of medical billing information from the ICD-9-CM standard to ICD-10-CM standard. On-going communication with the Nebraska Hospital Association and the Ecode work group to help identify reasons for quality issues.*
Problems	
Plans	*ICD-10-CM conversion of medical billing information is set for Oct. 2015*
Comments	

Linked Items

Type	Label	Name

NE-P17 - Facial Recognition Technology Project

Priority: High
Last Updated: *6*-APR-2015
Revision Date: 26-JUN-2013
Status: Active
Lead Agency: Nebraska Department of Motor Vehicles
Partners: -
Website: http://www.dmv.ne.gov/

Project Director
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Project Description*:* Nebraska launched it new driver license system that will use facial recognition technology to identify potential fraud suspects in July 2009. The system is capable of conducting a one to one review of facial images at the time of driver license application and a complete review of every image (2,005,849 million images) in the DMV Driver License Record Data System each night. DMV licensing staff will now have the opportunity to review each applicant's photo and compare it against the most recent image stored under that individual's name. Any suspicious incongruity detected in the system is captured and turned over to the DMV Fraud Unit for investigation. The facial recognition process will help the DMV in determining the accuracy of any new applicant applying for a driver's license for the first time, renewal of a driver's license, new duplicate, replacement, etc.

In order to complete the process, the DMV will also run all "archived" record application images from February 2003 through June 2007 against the driver record image file. The DMV started storing driver pictures in the driver record data base in February 2003. With the "completion" of all the archived records, the DMV will have conducted a one to one review of every single facial image in the DMV driver record image file except for driver licenses/permits/ID cards issued between the dates of January 2008 through June 2009. DMV has decided as the drivers, permit and ID holders renew their driver licenses and ID's in 2013 and 2014 (five year issuance) the DMV licensing staff at that time will run the facial image against the complete driver record image file.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Implementation of the Facial Recognition Project with one on one checks at time of application and a nightly run against the entire Driver License Record Data System.	07-01-2009	07-22-2009	Completed
Continuation of the Facial Recognition Project with one on one checks at time of application and a nightly run against the entire Driver License Record Data System.	07-01-2010	07-01-2010	Completed
DMV will complete a one on one facial image of every single individual stored in the DMV driver record image file. Archived pictures from February 2003 to June 2007 have been run against the entire set of images stored in the driver record image file (2,005,849 images).	03-01-2011	12-31-2010	Completed

The Facial Recognition Project was enhanced as DMV added photographs from the Nebraska Crime Commission. All county jail photographs of individuals lodged in Nebraska county jails were down loaded into the DMV Facial Recognition Driver Image System by September 2012. The number of new jail photographs added to the DMV data base was 414,841. Since the initial download, DMV has been receiving a daily feed of new jail photographs captured at the county jails that accounted for an additional 106,000 photographs. DMV expects to receive approximately 340 photographs from county jails every day.	03-31-2013	03-31-2013	Completed
Following the renewal of driver licenses for the images of drivers who obtained licenses in 2008 and the first six months of 2009 (Nebraska has a five year operator's license),this project will be 100% complete for archived records in 2014.	09-30-2014		On Schedule
Continuation of the Facial Recognition Project with one on one check at time of application and a nightly run against the entire Driver License Record Data System including the additional photographs from the county jails.	09-30-2014		On Schedule
Continuation of use of the Facial Recognition System with one-to-one comparisons against an applicant's history at time of application and a nightly one-to-many comparison against all images on the DMV Driver License Record Data System inclusive of the booking photographs from the county jails.	09-30-2015		On Schedule
Plans to enhance the Facial Recognition Project with the addition of photographs from the Department of Corrections are in place. All photographs of individuals incarcerated in the Nebraska correctional system will loaded into the DMV Facial Recognition Driver Image System by September 2016. The number of new photographs to be added to the DMV data base is approximately 60,000 with a continued daily feed of new inmate photographs captured. These photographs will be part of the nightly one-to-many comparisons to further enable the DMV in its fight against fraud.	09-30-2016		On Schedule
Continuation of use of the Facial Recognition System with one-to-one comparisons against an applicant's history at time of application and a nightly one-to-many comparison against all images on the DMV Driver License Record Data System inclusive of the booking photographs from the county jails.	09-30-2016		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X	X				
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2015	***Total Budget***
State Funds	*$0.00*

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-11-2010	Robert Corner
Activity	As of January 21, 2010, the facial recognition system has identified 103 cases for investigation of fraud or identity theft. Of the 103 cases (since July 2009), the DMV Fraud Unit has made 5 arrests, 18 cases were closed (due to pleas, as unfounded, declined by the prosecutor, or due to the state statute of limitations), 44 are currently being investigated, and 36 are yet to be assigned.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
01-01-2010	12-31-2010	05-09-2011	Robert Corner
Activity	Between January 1, 2010 and December 31, 2010 the Facial Recognition system has identified 269 cases for investigation of fraud or identity theft from images matched after July 2009. Of the 269 cases, the DMV Fraud Unit has cleared 14 cases by arrest with some cases involving multiple violations. The unit investigated another 51 cases which were closed (due to pleas, as unfounded, declined by the prosecutor, or due to statute of limitations). 64 cases are currently being investigated, and another 140 cases are yet to be assigned. Driver license documents have not been mailed to the individuals involved in the 204 cases being investigated or yet to be assigned and will not be until the cases are cleared. DMV plans to have a complete review of the historical database (February 2003 / June 2009) completed in early 2011. From August 1, 2009 through December 31, 2010 a total of 120,000 of the archival records were flagged as suspicious. As a result of the one to one facial comparison to the entire driver file database, DMV has now reviewed 72,000 of the suspicious records. As of January 1, 2011 DMV will continue to review the remaining 48,000 suspicious images. Of the 72,000 archival images that were reviewed through December 31, 2010, the facial recognition system has identified 331 cases for investigation of fraud or identity theft as compared to 0 for the baseline. As of December 2010 DMV has a 60% completeness of the one to one facial review of the archival records. When the remaining 48,000 suspicious images are reviewed by DMV staff in early 2011, this project will have achieved 100% completeness of all possible archival records.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	DMV remains on schedule to complete all archived D/L photographs by renewals in 2014. The project has also been expanded at State expense to add an additional 500,000 historical jail photos to the system in September 2012. The photographs added are inmates of county jails. DMV enhanced the system by adding new software to provide a daily count of the total photographs. DMV is working with the State Department of Corrections to obtain photographs of prisoners held in the state correctional facilities.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2013	09-30-2014	06-23-2014	Betty Johnson

Activity	*DMV remains on schedule to complete facial recognition comparisons of all archived driver license photographs through the renewal process by September 30, 2014. After this date all images will continue to be compared through the new and renewal issuance process to maintain efforts to combat fraud perpetrated through the driver license issuance process.* *During calendar year 2013 there were 738,731 driver license document applications processed which generated 209,452 possible facial recognition matches for manual review. Of these possible matches, 157 identity fraud cases were opened and the corresponding license documents withheld from issuance. Approximately 30 individuals were arrested and charged with crimes in addition to driver license fraud involving employment benefits, insurance fraud, and motor vehicle certificate of title fraud.* *In addition, in cooperation with law enforcement agencies, 680 images relating to criminal case investigation were processed through the DMV Facial Recognition System for purposes of identification.*
Problems	
Plans	
Comments	

Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	*05-30-2015*	*06-02-2015*	*Betty Johnson*

Activity	*DMV completed facial recognition comparisons of all archived driver license photographs on September 30, 2014. After this date all images will continue to be compared through the new and renewal issuance process to maintain efforts to combat fraud perpetrated through the driver license issuance process.* *During calendar year 2014 there were 601,939 driver license document applications processed which generated 146,944 possible facial recognition matches for manual review. Of these possible matches, 110 identity fraud cases were opened and the corresponding license documents withheld from issuance. Approximately 25 individuals were arrested and charged with crimes in addition to driver license fraud involving employment benefits, insurance fraud, and motor vehicle certificate of title fraud.* *In addition, in cooperation with law enforcement agencies, approximately 400 images relating to criminal case investigation were processed through the DMV Facial Recognition System for purposes of identification.*
Problems	
Plans	
Comments	

NE-P18 - Off Line Electronic Accident Form

Priority: High
Last Updated: 24-JUN-2014
Revision Date: 14-JUN-2013
Status: On Hold
Lead Agency: Nebraska Department of Roads
Partners: Smaller Law Enforcement agencies without Internet access
Website: http://www.transportation.nebraska.gov/highway-safety/index.htm

Project Director

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***Project Description**:* Parts of Nebraska, especially in rural areas lack Internet access. As the result of a training session at the 2010 Traffic Records Forum, Nebraska contacted the Traffic Records Forum vendor, Open Portal Solutions (OPS). The discussion with OPS led to an agreement in August of 2010 in which OPS agreed to develop a fully usable customized version of its electronic crash reporting application solution ("Application"), which will allow Nebraska law enforcement officers and personnel to generate electronic crash reports using an IPAD device. The electronic crash information generated from the IPAD will be sent directly into the NDOR crash data system.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
November 2010 - Purchased 4 IPADs. Three for use in testing by OPS and one for NDOR personnel.	11-30-2010	11-15-2010	Completed
September 2011 - Purchased 30 IPADs to be used in electronic crash reporting by law enforcement agencies in this pilot project.	09-30-2011	09-28-2011	Completed
March 2012 - Train law enforcement personnel in accident reporting using IPADs at the Nebraska Law Enforcement Training Center in Grand Island, NE.	02-29-2012	03-27-2012	Completed
July 2010 - Open Portal Solutions agreed to develop at no cost to NDOR a customized electronic crash application solution to generate electronic crash reports using an IPAD.	03-01-2012	05-15-2012	Completed
Beginning May 8, 2012 - Project to have small rural law enforcement agencies in areas without internet access to transmit electronic crash reports using an IPAD.	05-30-2012	05-16-2012	Completed
On-going project to have small rural law enforcement agencies in areas without internet access to transmit electronic crash reports using an IPAD. The 2012 data (through mid-November) indicated the IPAD crash reports took 4.23 days from the date of the crash until the report was in the NDOR crash data system. This project is currently on-hold until additional funding can be secured.	09-30-2014		Cancelled

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2011	*03-23-2012*	*05-14-2012*	*Robert Corner*
Activity	*OPS have created the crash application for using an IPAD (Completed MAR 2012).*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2011	*09-30-2012*	*05-14-2012*	*Robert Corner*

Activity	*The seventeen officers representing nine (9) different smaller agencies in rural areas without internet access have sent nine (9) electronic crash reports to NDOR since the project started live on May 16, 2012. Prior to May 16, 2012 all accident reports from these nine agencies had to be submitted in a paper format which averaged ninety plus days prior to being placed in the NDOR crash data base. The electronic reports submitted thus far have averaged 2.44 days and are already in the NDOR crash data base.*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
10-01-2011	03-27-2012	05-14-2012	Robert Corner

Activity	*Twenty-two (22) law enforcement personnel were trained using the new IPAD format to send electronic crash reports to the NDOR Accidents Record Bureau (March 27, 2012). Seventeen (17) of the twenty-two (22) trained were from smaller law enforcement agencies in rural areas without internet access. The other five (5) trained were officers from agencies that currently are using IPADs for other reports and who wanted to attend the training.*
Problems	
Plans	
Comments	

Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner

Activity	*From May 8 / November 30, 2012, IPAD electronic reports from the eight agencies were sent directly into the NDOR crash data system. One small agency previously trained in March did not send in any electronic reports during this time period as there were personnel issues resulting in a complete makeover of the police agency. Through November 2012, the eight agencies sent in 121 electronic reports and 518 paper reports. The average time for the electronic reports to be entered into the NDOR crash data system was 4.23 days while the baseline 2011 paper reports averaged 67.63 days. Due to a contract disagreement, this project is on hold until NDOR obtains additional funding.*
Problems	
Plans	
Comments	

Type	Label		
Report Start	**Report End**	**Report Date**	**Provided By**
10-1-2013	9-30-2014	5-11-2015	Sean Owings
Activity	Project still on hold		
Problems			
Plans			
Comments			

Linked Items

Name

NE-P19 - Nebraska Data Inventory

Priority: -
Last Updated: 24-JUN-2014
Revision Date: 21-MAR-2013
Status: Completed
Lead Agency: DHHS
Partners: All sites that have data sources related to traffic safety.
Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

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Project Description*:* This project proposes to establish a Nebraska Traffic Safety Data Inventory that lists all data sources related to traffic safety that exist in the state of Nebraska. This list will provide a detailed description, dictionary, contact person, and changes in every data source. The Inventory list will be helpful to monitor each data source, help in the evaluation of projects and in the accessibility of the traffic safety data.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Formulate a questionnaire to survey each data source	12-31-2011	03-30-2012	Completed
Have all data owners complete the survey	03-30-2012	09-30-2012	Completed
Provide feedback to data owners and clarify unclear questions	06-30-2012	09-30-2012	Completed
Complete all the data inventory documents	09-30-2012	09-30-2012	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						X
Driver License / History						X
Injury Surveillance / EMS						X
Roadway						X
Citation / Adjudication						X
Vehicle Registration						X

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2011	*03-29-2012*	*05-16-2012*	*Robert Corner*
Activity	*The interview protocol was completed and the survey instrument constructed.*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***

03-26-2012	*06-30-2012*	*05-16-2012*	*Robert Corner*
Activity	*The UNL intern started conducting face to face interviews. Through mid-April interviews have been conducted with 12 individuals who are program coordinators and/or data owners and users. Progress reports will be given at the quarterly CODES meetings.*		
Problems			
Plans			
Comments			

Report Start	***Report End***	***Report Date***	***Provided By***
06-16-2012	*05-01-2013*	*03-20-2013*	*Robert Corner*
Activity	*A word file with an overview and description of the databases and program activities was created at the end of September 2012. DHHS plans to have a web site completed and in operation by the end of June 2013 with the data inventory information.*		
Problems			
Plans			
Comments			

Linked Items

Type	***Label***	***Name***

NE-P20 - Driver's E-Crash Reporting System

Priority:
Last Updated: 11-MAY-2015
Revision Date: 11-MAY-2015
Status: Active
Lead Agency:
Partners:
Website: http://www.transportation.nebraska.gov/highway-safety/index.htm

Project Director

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Project Description*:* Nebraska has traditionally had a paper-based crash records system. As crash records become more important to highway safety agencies, there is a need to speed up the system in order to make data available sooner. Nebraska Revised Statute 60-699 requires that the operator of any vehicle involved in an accident resulting in injuries or death to any person or damage to the property of any one person, including such operator, to an apparent extent of more than one thousand dollars shall within ten days forward a report of such accident to the Department of Roads. This 10 day mandate to report a vehicle accident to the Department of Roads is currently being completed by either downloading and printing off the DR41 Driver's Motor Vehicle Accident Report online or obtaining a paper copy from the investigating officer or directly from the Accident Records office. Either method requires the person to fill the report out by hand and either mail it or deliver the report in person. These handwritten reports are subject to the writing style of each person that fills them out, resulting in different levels of readability. This readability issue challenges the ability of the data entry staff to decipher the handwriting, slowing down the data entry process.

EXPECTED IMPACT:
Baseline: To reduce from the current 90 days to =< 45 days the submittal of driver's reports and data

retrieval from the Highway Safety Information system.

Standard Performance Area: Timeliness
Baseline of 90 days to =< 45 days for drivers sending in crash reports electronically: 90 days to =< 45 days

Standard Performance Area: Accuracy
To increase the accuracy rate of driver's submitted reports by eliminating hard-to-read hand written reports and replacing them with typed electronic versions. To reduce mail handling and scanning time by creating the images electronically and then moving them into the Highway Safety - Accident Records Section's imaging system automatically.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
Develop and code the electronic DR41 system.	10-23-2014	06-23-2014	On Schedule
Drivers interface has been coded	11-15-2014	01-15-2015	On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History	X			X		
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	*Total Budget*
NHTSA Section 408/405c Funds	*$81,651.06*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*$234,085.00*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*$51,700.00*

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
10-01-2013	*06-23-2014*	*06-12-2014*	*Sean Owings*
Activity	*DataBank was contracted in October 2013 to create the Driver's E-Crash Reporting system. The official kickoff meeting was held November 2013. Since then, continual effort has been made in the areas of: system requirements gathering, user interface screen outlines, unique business rules discovery, and DR41 image/data migration requirements. The final system requirements gathering were completed in April 2014, with a Statement of Work delivers to NDOR shortly after.*		
Problems			
Plans	*DataBank follows the Agile coding mythology, meaning they work in short sprints to quickly produce deliverables. This approach allows for testing and approval of small sections of the final product. Currently, DataBank is midway through sprint one. Upon completion of this six week interaction, NDOR should be presented with the framework for the portal page, as well as a finalized list of document types and keywords that will be used to route documents within NDOR's imaging system.*		
Comments			

Type	*Label*		
Report Start	*Report End*	*Report Date*	*Provided By*

10-01-2013	*9-30-2014*	*5/11/15*	*Sean Owings*
Activity	*The user interface has been coded and tested. DataBank is currently waiting on NDOR's signoff on the XML 2.0 schema. Once final testing of XML 2.0 has been validated and approved DataBank will start coding the user interface to NDOR database transmittal process.*		
Problems			
Plans			
Comments			

NE-P21 - Omaha Crash Reporting System

Priority:
Last Updated: 11-MAY-2015
Revision Date: 11-MAY-2015
Status: Active
Lead Agency: Nebraska Department of Roads
Partners:
Website: http://www.transportation.nebraska.gov/highway-safety/index.htm

Project Director

Name: **Mr. Robert Grant**
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Project Description*:* The Nebraska Department of Roads (NDOR) Highway Safety – Accident Records Section is dedicated to the timely and accurate collection of Nebraska motor vehicle accident data. During 2013, 43,181 motor vehicle crashes occurred, of which 13,272 or 30.75% of all reports received were submitted by Omaha law enforcement officers using the paper based process. Department officials support the transmittal and retrieval of investigator's crash report data through the use of an electronic transmittal process. Addressing the lack of an Omaha Investigators' electronic transmittal reporting system will greatly increase the speed and accuracy of data collecting and data entry. Activities will include the updating and rewriting of the current XML / XSD data transmittal process and contracting with FATPOT Inc. to map the Omaha electronic reporting system to NDOR's Highway Safety Information system (HSI), with the end result the seamless transmittal and auto indexing of Omaha police department's investigated vehicle crash reports.

EXPECTED IMPACT:
Baseline: To reduce from the current 90 days to =< 45 days between the submittal of Omaha Investigator reports and data retrieval from the HSI system.

Standard Performance Area: Timeliness
Baseline of 90 days to =< 45 days between the submittal of Omaha Investigator reports and data retrieval from the HSI system.

Standard Performance Area: Accuracy
To increase the accuracy rate of Omaha Investigator submitted reports by eliminating hard-to-read hand written reports and replacing them with electronic versions to achieve an error rate of <1%.

Milestones

Milestone Description	*Target Date*	*Actual Date*	*Status*
FATPOT Inc. created PDF to submit Omaha crash reports	09/30/2013	09/30/2013	Completed
Signed Contract with FATPOT Inc.	10-01-2014	10-09-2014	On Schedule
Error rate of transmitted files within acceptable range.	01-22-2015	01-22-2015	On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X			X		
Driver License / History						
Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	*Total Budget*
NHTSA Section 405c Funds	*$0.00*

Budget Source - 2015	*Total Budget*
NHTSA Section 405c Funds	*$100,000.00*

Budget Source - 2016	*Total Budget*
NHTSA Section 405c Funds	*$0.00*

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
09-30-2013	*09-30-2013*	*09-30-2013*	*Sean Owings*
Activity	*FATPOT Inc. completed the programming to allow a single PDF of the Omaha Police Department crash reports that can be printed or sent electronically to the Nebraska Department of Roads.*		
Problems			
Plans			
Comments			

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
09-25-2014	*09-25-2014*	*09-25-2014*	*Sean Owings*
Activity	*Omaha Police Department has finished its PortalOne project, allowing them to collect all vehicle crash reports at the scene of the crash, via an electronic process. While they can collect the vehicle crash data electronically, they have no way to transmit this data to NDOR. Their crash reports are still submitted on paper. In FY2015, NDOR will contract with FATPOT Inc. to write an XML interface which is needed to connect Omaha Police Department's PortalOne System with NDOR's website. This should be completed in the first quarter of FY2015 then 70% of the crash reports will be submitted* electronically.		
Problems			
Plans			
Comments			

Activity Report

Report Start	*Report End*	*Report Date*	*Provided By*
09-25-2014	*01-22-2015*	*01-22-2015*	*Sean Owings*

Activity	FATPOT Inc., the company contracted to map the Omaha Police Department's PortalOne vehicle crash reporting system to NDOR's Accident Records System, has created a preliminary mapping process which they started actively testing against NDOR's XML 2.0 schema in the last month. Initial testing results have fallen within the expected parameters, those parameters based off of NOOR's past success / failure rates with other third party data transmittal partners. Ongoing testing / debugging is expected to last at least until the end of February, at which time, FATPOT will upgrade Omaha's PortalOne system to allow near real-time crash report transmissions. Completion of this project will increase NDOR's electronic investigator submittals (DR40) from 46.26% to 78.81 %, an increase of 32.55% (2013), making this the largest one time DR40 report increase NOOR has experienced. It is expected that a short-term slowdown will be encountered by the four Douglas County data entry staff while they adjust to the new process.
Problems	
Plans	
Comments	

Activity Report

Report Start	***Report End***	***Report Date***	***Provided By***
09-25-2014	*05-27-2015*	*05-27-2015*	*Sean Owings*
Activity	NDOR received and processed 302 Omaha reports on 5/27/2015. These reports cover May 4 through May 10, 2015. Omaha and FATPOT have made the change to the new system; NDOR is currently moving the data through our Quality Assessment site. We are planning to make the final move into production during this iteration.		
Problems			
Plans			
Comments			

Traffic Record Assessment Report

Nebraska

Assessment Date: Updated June 3, 2015

1. Recommendation Label: *NETRA11001*

Recommendation: *Perform a Quality Improvement Training needs assessment for the TRCC members.*
Review all systems for current deficiencies.
Recommendation Type:
Major Recommendation: *No*

Comment Type			***Comment Status***
Report Comments:			*In Progress*
Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2014	*05-30-2015*	*06-03-2015*	*Bill Kovarik*
Activity	*Current standards have been defined with the completion of the TRCC Strategic Plan. The assessment will be completed to develop a plan for training needs.*		
Problems			
Plans			
Comments			

2. Recommendation Label: *NETRA11002*

Recommendation: *Develop basic quality metrics for each system component and report on them regularly.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			***Comment Status***
Report Comments:			*In Progress*
Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2014	*05-30-2015*	*06-03-2015*	*Bill Kovarik*
Activity	*The quality metrics have been completed in January 2015 with the completion of the TRCC Strategic Plan and will be reported on at each TRCC Committee Meeting and updated in the Strategic Plan annually.*		
Problems			
Plans			
Comments			

3. Recommendation Label: *NETRA11003*

Recommendation: *Provide regularly scheduled updates on project progress for the Executive level Committee, even if presented as a newsletter or memo, rather than a formal meeting.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			***Comment Status***
Report Comments:			*Completed (ongoing)*
Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2014	*05-30-2015*	*06-03-2015*	*Bill Kovarik*
Activity	*Updates are communicated on all projects at each of the three annual TRCC committee meetings and followed by an email to the Executive level Committee.*		
Problems			
Plans			
Comments			

4. Recommendation Label: *NETRA11004*

Recommendation: *Review Committee membership representation to ensure that no stakeholder group or agency is omitted, particularly local engineers and police agencies.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			On Going
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	The TRCC Committee is reviewed annually to make any updates due to position changes and changes within departments.		
Problems			
Plans			
Comments			

5. Recommendation Label: *NETRA11005*

Recommendation: *Charge the TRCC with the development of a new Strategic Plan for Traffic Records addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			On Going
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	The TRCC Strategic Plan was completed in January 2015 with cooperation from the TRCC Committee. The Plan will continue to be updated annually.		
Problems			
Plans			
Comments			

6. Recommendation Label: *NETRA11006*

Recommendation: *Assure that all TRCC members participate in the development of the Strategic Plan for Traffic Records and the selection and priority setting of the projects in the Plan. (It is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			Completed 11/20/12
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	All TRCC Members were included in the completion of the TRCC Strategic Plan. The plan will be revised after the next Traffic Records Assessment with updated priorities and project selection.		
Problems			
Plans			
Comments			

7. Recommendation Label: *NETRA11007*

Recommendation: *Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			Completed (ongoing)
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	Each committee provides an update at each TRCC Committee meeting presenting their status at achieving the Model Performance Measures for State Traffic Records Systems.		
Problems			
Plans			
Comments			

8. Recommendation Label: *NETRA11008*

Recommendation: *Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for Traffic Records.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	The TRCC Committee established the goals in the current Strategic Plan and the process will be completed again after the upcoming Traffic Records Assessment.		
Problems			
Plans			
Comments			

9. Recommendation Label: *NETRA11009*

Recommendation: *Establish a subcommittee of the Traffic Records Coordinating Committee to assist the Department of Health and Human Services in establishing data access policies and procedures for the Public Health Information Center's data warehouse.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	The Department of Health and Human Services is completing the projects to acquire accurate and timely information in their data warehouse. Pre-determined reports are accessible to the public now and additional data will be made available after the completion of the current projects.		
Problems			
Plans			
Comments			

10. Recommendation Label: *NETRA11010*

Recommendation: *Develop a formal plan for expanding electronic data collection and submission. The plan should be based on an inventory of law enforcement agency capabilities and should show the sequence of events, milestones, and target dates for achieving successively higher levels of electronic crash data submissions to NDOR.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	Progress is being made in three different projects: E-Citations NE-P01, Driver's E-Crash reporting NE-P20 & Enhance Crash Reporting in NE-P07.		
Problems			
Plans			
Comments			

11. Recommendation Label: *NETRA11011*

Recommendation: *Establish a priority action plan to implement electronic crash data reporting and submission by the Omaha Police Department. A realistic target date should be agreed upon for the change-over to electronic data submissions.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			Completed
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	This project is in the final stages of testing and will be complete in June 2015. We received and processed 302 Omaha reports, these being reports covering 5/4 – 5/10. Omaha and FATPOT have made the change to the new system; NDOR is currently moving the data through our Quality Assessment site. We are planning to make the final move into production during this iteration.		
Problems			
Plans			
Comments			

12. Recommendation Label: *NETRA11012*

Recommendation: *Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report (and other forms) including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Roads should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	NDOR has built the backend of this system which will allow the capture the incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash. This "point placement" will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system and into NDOR's database. The project has not been scheduled yet with the Business Technology Support Division.		
Problems			
Plans			
Comments			

13. Recommendation Label: *NETRA11013*

Recommendation: *Establish a web-based DR41 form and subsequently eliminate paper submissions and processing of the driver report. Develop electronic comparisons between the driver- and officer-supplied crash reports in order to flag differences for staff attention at NDOR. In addition to creating a crash data record, ensure that the online system is capable of generating both a pdf and an image that is compatible with the DMV's imaging system so that the DMV may cease printing reports in order to re-image them in their own system.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	The user interface has been coded and tested. DataBank is currently waiting on NDOR's signoff on the XML 2.0 schema. Once final testing of XML 2.0 has been validated and approved DataBank will start coding the user interface to NDOR database transmittal process. The project is expected to be complete by February 2016.		
Problems			
Plans			
Comments			

14. Recommendation Label: *NETRA11014*

Recommendation: *Charge the TRCC with developing recommended capabilities for a publicly accessible query tool supporting users' needs for crash data. This tool should be designed with a review of NDOR's crash data release policies in mind and meet the needs of a variety of users. Appropriate constraints should be implemented to safeguard sensitive information such as location-specific and personal identifying data.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	This project has not been implemented at this time.		
Problems			
Plans			
Comments			

15. Recommendation Label: *NETRA11015*

Recommendation: *Establish a comprehensive, formal quality control program for crash data. This program should include the following components:*
-A complete set of operationally-relevant data quality performance measures for the crash system covering timeliness, accuracy, completeness, consistency, integration, and accessibility.
-A formal method of counting and tracking errors and providing feedback to law enforcement agencies.
-A link between error tracking and training content so that common errors can be documented and addressed in the academies and in periodic refresher training.
-Assured coordination with key users to ensure that errors noted by users of the data are logged, corrected (where feasible), and addressed in training, instruction manuals and help files for data collectors.
-Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form.
-Oversight by the Traffic Records Coordinating Committee, to include devoting time on the agenda to review of data quality measurements.
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			***Comment Status***
Report Comments:			*In Progress*
Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2014	*05-30-2015*	*06-03-2015*	*Bill Kovarik*
Activity	*The investigators manual has been updated to address errors logged, corrected and addressed in training (January 2014). Help files are within the EAF system and can be updated as needed. This project will be updated after project 2 and 3 are completed to allow metrics to be established on complete data.*		
Problems			
Plans			
Comments			

16. Recommendation Label: *NETRA11016*

Recommendation: *Revisit the opportunity to include the analytic tools recommended in the Highway Safety Manual, in particular the Safety Analyst tool, as an addition to those presently used by the State's highway safety community.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			***Comment Status***
Report Comments:			*On Hold*
Report Start	***Report End***	***Report Date***	***Provided By***
10-01-2014	*05-30-2015*	*06-03-2015*	*Bill Kovarik*
Activity	*Adoption would require the collection of additional roadway features data and adherence to data requirements. The program costs and systems enhancements are a concern.*		
Problems			
Plans			
Comments			

17. Recommendation Label: *NETRA11017*

Recommendation: *Explore the use of an electronic locator tool for crash and road features data.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	NDOR has built the backend of this system which will allow the capture the incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash. This "point placement" will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system and into NDOR's database.		
Problems			
Plans			
Comments			

18. Recommendation Label: *NETRA11018*

Recommendation: *Record the adverse driver histories from previous states of record on non-commercial drivers (as required for commercial driver records).*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			Requires Legislation
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	The American Association of Motor Vehicle Administrators is currently developing the state-to-state system that will facilitate the electronic transfer of information between participating states; Nebraska is scheduled to be one of 11 pilot states, with implementation expected no later than July 2017. Full compliance will not occur until all U.S. based jurisdictions have completed implementation. At this time implementation by all jurisdictions is not mandated.		
Problems			
Plans			
Comments			

19. Recommendation Label: *NETRA11019*

Recommendation: *Obtain records on juvenile court convictions for any seriously adverse traffic violation — one that would be assessed at four (4) or more points when reported to the DMV and especially any conviction for a DUI offense. If there is general prohibition from disclosing a juvenile conviction, the information could be protected from public disclosure, but it is needed for determining driver control actions or sanctions in the interest of the remedial training for the offender and for protecting the public.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			Requires Legislation
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	Receipt and retention of juvenile court convictions is limited by state law. Statutory changes will be required to complete this task. There is no current effort underway to make changes.		
Problems			
Plans			
Comments			

20. Recommendation Label: *NETRA11020*

Recommendation: *Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	This project has not been implemented at this time.		
Problems			
Plans			
Comments			

21. Recommendation Label: *NETRA11021*

Recommendation: *Review the use and utility of the MIDRIS DUI tracking system to determine if changes are needed and if it is being used to its fullest capacity.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	This project has not been implemented at this time.		
Problems			
Plans			
Comments			

22. Recommendation Label: *NETRA11022*

Recommendation: *Include personnel from the Department of Motor Vehicles in the review and planning for the electronic DUI package to ensure that the forms and format meet the needs of the administrative license revocation process.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	This project has not been implemented at this time.		
Problems			
Plans			
Comments			

23. Recommendation Label: *NETRA11023*

Recommendation: *Continue funding support of CODES linkage and analysis activities.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			Completed (ongoing)
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data. A state specific study was completed on Older Adult Drivers in Nebraska. A manuscript was accepted in the Traffic Injury Prevention Journal.		
Problems			
Plans			
Comments			

24. Recommendation Label: *NETRA11024*

Recommendation: *Use CODES data to compare injury severity levels between hospital and police reports codes.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	DHHS has calculated the linkage rate according to the police crash report variable (TRANSPORTED TO MEDICAL FACILITY CODE), if the police report these codes (people involved in crash were transported by EMS, Police, other, unknown and transported (history)), then DHHS flags these records as transported to a medical facility. Then DHHS divides the number of records that were transported to a medical facility and linked to the E-CODE dataset by the total number of records that were transported to medical facility and convert to a percentage.		
Problems			
Plans			
Comments			

25. Recommendation Label: *NETRA11025*

Recommendation: *Work with the TRCC to proactively identify funding opportunities to expand the CODES program activities and infrastructure.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use. We also meet and discussed mapping of CODES data in the Omaha metro area for use by OPD in resource allocation.		
Problems			
Plans			
Comments			

26. Recommendation Label: *NETRA11026*

Recommendation: *Take advantage of the Public Health Data Center to develop online querying of CODES datasets.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			In Progress
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	While an online querying tool is not yet available for any of the datasets maintained by DHHS, there are numerous fact sheets and comprehensive reports available from their web site. Examples of available reports include "Traumatic Brain Injury in Nebraska 2004-2008", "Motorcycle Injuries and Fatalities 2009-2013" and a variety of fact sheets covering impaired driving, safety equipment use, and crash severity.		
Problems			
Plans			
Comments			

27. Recommendation Label: *NETRA11027*

Recommendation: *Finalize and implement quality control measures to improve the accuracy and consistency of ENARSIS data.*
Recommendation Type:
Major Recommendation: *Yes*

Comment Type			Comment Status
Report Comments:			Complete 2/28/14
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	83% of EMS services are using electronic forms to submit data to eNARSIS.		
Problems			
Plans			
Comments			

28. Recommendation Label: *NETRA11028*

Recommendation: *Continue efforts to require State EMS agencies to import data under NEMSIS 3.0 standards.*
Recommendation Type:
Major Recommendation: *No*

Comment Type			Comment Status
Report Comments:			Complete (ongoing)
Report Start	**Report End**	**Report Date**	**Provided By**
10-01-2014	05-30-2015	06-03-2015	Bill Kovarik
Activity	By January 1, 2016 all Nebraska emergency medical services will transition to the NEMSIS Version 3.3.4 standard.		
Problems			
Plans			
Comments			

Documentation of Progress
Project Name: NE –P21 - Omaha Crash Reporting System

MAP-21 SECTION 405c
INTERIM PROGRESS REPORTING IN FY 2016

State: Nebraska Report Date: June 2, 2015 Submitted by: Sean Owings

System to be Impacted	**__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY**
Performance Area(s) to be Impacted	**____ACCURACY _X_ TIMELINESS ____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY __INTEGRATION**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** Monthly reporting, yearend reports, and statistical data.
Is project included in the Strategic Plan?	**Yes** **Page 36 of the plan:** **http://www.transportation.nebraska.gov/nohs/pdf/NETrafficSafetyInfoSysStrategic%20PlanApr2015.pdf** **If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY16 application.**
Is this a new project? Or was it the same measure used to show progress in FY15?	**New Measure - Yes** **Same Measure as FY15 - No** **If yes, is the State using the same data set, with the appropriate time period for FY16 to demonstrate progress? Yes**
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** Nebraska has traditionally had a paper-based crash records system. As crash records become more important to highway safety agencies, there is a need to speed up the system in order to make data available sooner. Nebraska Revised Statute 60-695 requires any peace officer who investigates any traffic crash in the performance of his or her official duties in all instances of a crash resulting in injury or death to any person or in which estimated damage exceeds one thousand dollars to the property of any one person to submit an original report of such investigation to the Accident Records Bureau of the Department of Roads within ten days after each such crash. This 10 day mandate to report a vehicle crash to the Department of Roads is currently being completed by the investigating officer filling out a paper copy of the DR40, DR40a, and DR74 and then mailing that report into the Accident Records office. The hand written reports are subject to the writing style of each person that fills them out, resulting in different levels of readability. This readability issue challenges the ability of the data entry staff to decipher the handwriting, slowing down the data entry process The goal of this project is to reduce the number of days between the submittal of Omaha Investigator reports and data retrieval from the Highway Safety Information (HSI) system. Currently this process is averaging 90 days. The target goal is 45 days or less. Three additional goals are: 1) To increase the accuracy rate of Omaha Investigator submitted reports by eliminating hard-to-read hand written reports and replacing them with typed electronic versions. 2) The reduction of mail handling and scanning time by creating the images electronically and then moving them into the Highway Safety – Accident Records Section's imaging system automatically. 3) Increase the overall report accuracy by implementing a three level automated validation process: First, the investigation officer will have to enter basic report filing criteria before it can be transmitted to the state. Second, the incoming report

	will have to pass income XML validation. Lastly, a field by field validation is done during the data upload process to insure proper data types have been entered. Any report that doesn't pass validation any of these three stages will be "kicked back" to the sender for corrections and revalidation.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** Upon finalization of yearend data a calculation will be performed to derive the amount of reports investigated by Omaha Police Department (OPD). This number will then be used to compare against the amount of reports received by OPD via the newly created electronic process, verses a paper based process. The derived electronic reporting number will then be used to calculate a final yearend electronic submitted report percentage along with the amount of time to submit electronic reports versus current paper reports.
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2013)	Currently, all Omaha Police Investigator's reports are being filled out on paper and mailed once a week to the Nebraska Department of Roads. Omaha Police Department accounts for 9,372 vehicle crashes reports per year, or 29% of all vehicle crashes within the state.
Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2014 (i.e., the prior year).	Upon project completion the number of electronic submitted investigator reports should increase from the current 0% to 80% within the first year. Reduce the number of days between the submittal of Omaha Investigator reports and data retrieval from the HSI system. Currently this process is averaging 90 days. The target goal is 45 days or less. As of May 31, 2015 FATPOT has successful passed the testing phase of the Omaha project, with a four day error submittal rate of 0.24%. The team has been authorized to proceed with a production move. This move should be in place no later than mid-June. Our counterparts within Omaha PD will be rolling out their part of the production code June 1 – June 12, 2015. Once this is done they will wait for our "go ahead" before making the final switch over. Since OPD is currently collecting all Investigator reports from within their PortalOne software, once the changeover is implemented, 100% of OPD's Investigator crash reports will be transmitted to NDOR electronically; bringing our total electronically submitted Investigator reports to 76.24%.

FATPOT reports submitted								
Process			Known		Unknown		Error	
	Batch	Processed	errors	Duplicates	Error	Successful	Rate	
3/25/2015		29						
4/2/2015		41						
4/6/2015		88	4	0				
4/9/2015		145	1	0		144	0.99%	
4/14/2015	1	375	65	0	1	309	0.32%	
4/16/2015	2	384	70	7	2	305	0.66%	
4/22/2015	3	386	77	0	0	307	0.00%	
5/4/2015	4	366	60	0	0	306	0.00%	0.24%
5/6/2015	5	173	0	0	3	170	1.76%	
5/26/2015	6	298	0	0	0	298	0.00%	
		1982						

	Omaha % improvement (Investigator Reports)								
	Study Date Range	Paper Reports Received	Electronic Reports Received	Total Reports Received	Electronic Report Received % Change	Paper Report Timeliness (In Days)	Electronic Report Timeliness (In Days)	Aggregated Report Timeliness (In Days)	Study Period Timeliness % Improvement
	6-1-2013 - 5-31-2014	14475	0	14475	0	11.30324	0	11.30324	17.2191602
	6-1-2014 - 5-31-2015	11682	1982	13674	16.966	9.791674	6.880928	9.356917	

Regional Program Manager Conclusion and Comments Review Date: 6/15/2015	The project that NE chose to demonstrate progress for section 405c (MAP-21) does indeed indicate an improvement in timeliness of data availability through the Highway Safety Information (HSI) system data base. The project has seen data entry (timeliness) improvement of 18% over the baseline value. The new electronic system will also likely show improvement to accuracy in the future as electronic submission of the DR40, DR40a and DR74 should improve on readability issues that exist in hand written reports submitted by officers.
TR Coordinator Comments Review Date: 6/16/2015	I agree that the project has demonstrated progress by decreasing the time for entering reports into the database.
DRA Comments Review Date: 6/17/2015	Demonstrated progress.
RA Comments Review Date: 6/17/2015	I concur that the project has shown improvement in timeliness of data availability through the Highway Safety Information system data base.

Section 405 Application – Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

Nebraska Impaired Driving Low-Range State MAP-21 Section 405

How FY2016 Grant Funds will be used:

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

Section 405 Application – Part 5: Motorcyclist Safety (23 CFR 1200.25)

Motorcycle Rider Training Course

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

Nebraska Revised Statutes 60-2120

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

60-2121. Terms, defined.

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

(1) Department means the Department of Motor Vehicles;

(2) Director means the Director of Motor Vehicles;

(3) Driving course means a driving pattern used to aid students in learning the skills needed to safely operate a motorcycle as part of a motorcycle safety course;

(4) Motorcycle safety course means a curriculum of study which has been approved by the department designed to teach drivers the skills and knowledge to safely operate a motorcycle;

(5) Motorcycle safety instructor means any person who has successfully passed a motorcycle safety instructor's course curriculum and is certified by the department to teach a motorcycle safety course; and

(6) Motorcycle trainer means a person who is qualified and certified by the department to teach another person to become a certified motorcycle safety instructor in this state.

State Document Designating Authority Approving Training Curriculum

60-2125. Motorcycle safety courses; requirements.

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

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

State Document Regarding Instructor Certification and Course Quality Control

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

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

for approval of a motorcycle safety course or courses. The director shall approve such course if it meets the requirements set forth by the department by rule and regulation and will be taught by a certified motorcycle safety instructor or instructors.

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

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

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

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

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

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

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

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

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

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

(2) If the certification requirements are comparable to the requirements in this state, a person currently certified as a motorcycle trainer by another state or recognized accrediting organization may

be issued a motorcycle trainer's certificate by the department without having to receive the training required by this section.

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

60-2139. Rules and Regulations.

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

Motorcycle Safety Education

The Nebraska Department of Motor Vehicles (DMV) has adopted as its basic motorcycle education course, the Motorcycle Safety Foundation beginning rider course entitled "MSF: Basic Rider Course" (BRC) with updates. This course provides for a minimum of 14 hours of motorcycle instruction with at least 4 hours of classroom instruction and at least 10 hours of actual range time riding motorcycles. The course integrates the classroom instruction and the range driving such that following classroom instruction, the concepts are applied to and practiced on the range. The basic course includes the following topics:

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

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

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

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

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

Nebraska County Motorcycle Rider Training – July 2014 – June 2015

County	Year	Course Schedule								
Central Community College - Hastings										
Adams	**2014**	7/11-13	7/25-27	8/8-10	8/22-24	9/19-21				
Adams	**2015**	4/11-12	4/25-26	5/2-3	5/30-31					
Nebraska Safety Center – University of Nebraska - Kearney										
Buffalo	**2014**	7/12-13	7/19-20	8/2-3	8/16-17	9/6-7	9/20-21			
Buffalo	**2015**	3/21-22	3/28-29	4/11-12	4/18-19	5/2-3	5/16-17	5/30-31	6/20-21	
Western Nebraska Motorcycle Training, LLC										
Dakota	**2015**	5/29	6/12	6/26						
Dillion Bros Harley-Davidson										
Douglas	**2014**	10/14-19	10/15-19							
Douglas	**2015**	3/19-24	4/9-14	4/16-21	4/30-5/5	6/2-7	6/9-14	6/16-18	6/16-21	6/23-28
		6/30-7/2	6/30-7/5							
National Safety Council - Omaha										
Douglas	**2014**	7/11-13	7/18-20	7/25-27	8/1-3	8/8-10	8/15-17	8/22-24	9/5-7	9/12-14
		9/19-21	9/26-28							
Douglas	**2015**	4/10-12	4/17-19	4/24-26	5/1-3	5/8-10	5/29-31	6/5-7	6/12-14	6/19-21
		6/26-28								
Nebraska Safety Council - Lincoln										
Lancaster	**2014**	7/11-13	7/25-27	8/8-10	9/5-7	9/26-28	10/3-5			
Lancaster	**2015**	4/10-12	4/17-19	4/24-26	5/1-3	5/8-10	5/29-31	6/5-7	6/12-14	6/19-21
		6/26-28								
Southeast Community College - Lincoln										
Lancaster	**2014**	7/11-13	7/18-20	7/25-27	8/1-3	8/8-10	8/15-17	8/22-24	9/5-7	9/12-14
		9/19-21	9/26-28	10/3-5	10/10-12					
Lancaster	**2015**	3/27-29	4/3-5	4/10-12	4/17-19	4/24-26	5/1-3	5/8-10	5/15-17	5/29-31
		6/5-7	6/12-14	6/19-21	6/26-28					
Northeast Community College - Norfolk										
Madison	**2014**	7/11-13	7/25-27	8/8-10	8/22-24	9/5-7	9/19-21			
Madison	**2015**	4/10-12	4/24-26	5/1-3	5/15-17	6/12-14	6/26-28			
Motorcycle Safety Program Sarpy County Sheriff's Office – Papillion/Bellevue										
Sarpy	**2014**	7/11-13	7/12-13	7/18-20	7/19-20	7/25-27	8/8-10	8/15-17	8/22-24	9/12-14
		9/19-21	10/3-5	10/11-12						
Sarpy	**2015**	4/10-12	4/11-12	4/17-19	4/18-19	5/1-3	5/8-10	5/9-10	5/15-17	5/16-17
		5/29-31	5/30-31	6/12-14	6/13-14	6/19-21	6/20-21	6/26-28	6/27-28	
Western Nebraska Motorcycle Training – Gering/Scottsbluff										
Scotts Bluff	**2014**	8/9-10	9/5-7	10/3-5						

Nebraska Motorcycle Safety Education Course Sponsors

Area	Name	Address	City/Town
Adams County Hastings, NE	**Central Community College** Hastings Campus	550 S. Technical Blvd, East Hwy 6, PO Box 1024	Hastings, NE 68902-1024
Buffalo County Kearney, NE	**Nebraska Safety Center – University of Nebraska - Kearney**	227E West Center	Kearney, NE 68849
Dakota County Northeast Nebraska	**Western Iowa Tech Community College**	Box 5199	Sioux City, IA 51102-5199
Douglas County Omaha, NE	**Dillon Brothers Harley-Davidson**	3838 N. HWS Cleveland Blvd	Omaha, NE 68116
Douglas County Omaha, NE	**National Safety Council, Nebraska**	11620 M Circle	Omaha, NE 68137-2231
Lancaster County Lincoln, NE	**Nebraska Safety Council**	3243 Cornhusker Hwy, Suite A10	Lincoln, NE 68504
Lancaster County Lincoln, NE	**Southeast Community College** Lincoln Campus	8800 O St.	Lincoln, NE 68520
Madison County Norfolk, NE	**Northeast Community College** Norfolk Campus	801 E. Benjamin Ave	Norfolk, NE 68702-0469
Sarpy County Bellevue/Papillion, NE	**Nebraska Motorcycle Safety Training** Division of Sarpy County Safety Program	8335 Platteview Rd.,	Papillion, NE 68046
Scotts Bluff County Gering/Scottsbluff, NE	**Western Nebraska Motorcycle Training, LLC**	150226 Kehn Lane	Gering, NE 69341

As of April 2015

Nebraska 2014 Motorcycle Registration Numbers

According to the most recent available motorcycle registration numbers from the Nebraska Department of Motor Vehicles, there were 49,532 registered motorcycles in the 93 Nebraska counties.

Rider training courses were offered in the following Nebraska counties between July 2014 and June 2015: Adams, Buffalo, Douglas, Lancaster, Madison, Sarpy, and Scotts Bluff. In order to serve resident riders in the South Sioux City/Dakota County who are members of the Siouxland Interstate Metropolitan Planning Council (SIMPCO) area in far northeast Nebraska, Nebraska certified instructors provide training to Nebraska residents at the Western Iowa Tech Community College range location immediately across the Missouri River in Sioux City, Iowa.

The seven Nebraska county locations of course offerings have a total of 26,096 (52.7%) of the state's registered motorcycles. We believe as a member of SIMPCO, the Dakota County registration numbers should also be taken into account. With the addition of the Dakota County registration numbers, the total increases to 26,581 (53.7%).

Nebraska Motorcycles Registered by County

Nebraska Motorcycle Registered By County

***Adams**	**997**	Deuel	74	Johnson	132	Red Willow	498
Antelope	313	Dixon	176	Kearney	264	Richardson	294
Arthur	4	Dodge	1,214	Keith	270	Rock	49
Banner	21	***Douglas**	**10,003**	Keya Paha	19	Saline	297
Blaine	11	Dundy	63	Kimball	120	***Sarpy**	**4,514**
Boone	214	Fillmore	202	Knox	293	Saunders	760
Box Butte	633	Franklin	92	***Lancaster**	**6,480**	***Scotts Bluff**	**1,412**
Boyd	102	Frontier	86	Lincoln	1,447	Seward	537
Brown	82	Furnas	191	Logan	16	Sheridan	165
***Buffalo**	**1,446**	Gage	544	Loup	12	Sherman	73
Burt	327	Garden	57	***Madison**	**1,244**	Sioux	31
Butler	257	Garfield	52	McPherson	9	Stanton	241
Cass	982	Gosper	62	Merrick	247	Thayer	155
Cedar	245	Grant	15	Morrill	185	Thomas	18
Chase	143	Greeley	78	Nance	146	Thurston	122
Cherry	172	Hall	1,717	Nemaha	268	Valley	127
Cheyenne	398	Hamilton	371	Nuckolls	139	Washington	699
Clay	249	Harlan	160	Otoe	534	Wayne	202
Colfax	245	Hayes	17	Pawnee	83	Webster	87
Cuming	242	Hitchcock	124	Perkins	79	Wheeler	27
Custer	416	Holt	340	Phelps	344	York	454
Dakota	485	Hooker	15	Pierce	363	**Total**	**49,532**
Dawes	328	Howard	197	Platte	902	***Counties**	**26,096**
Dawson	600	Jefferson	265	Polk	147	**% of Total**	**52.7%**

Source: Nebraska Department of Motor Vehicles MC Registrations per County As of 1/15/2015

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

Motorcycle Reduction of Fatalities and Crashes involving Motorcycles

Nebraska	2012	2013
Motorcycle Fatalities	22	14
Registered Motorcycles	52,853	56,224
Fatalities involving a motorcycle rider with BAC=.08+	6	3
Reported Motorcycle Crashes	588	550
Crash Rate Per 10,000 Registered Motorcycles	110.9	93.2

Sources:
Motorcycle Fatalities – FARS
Fatalities involving a motorcycle rider with BAC=.08+- FARS
Registered Motorcyclist – FHWA
Reported Motorcycle Crashes - Nebraska Standard Accident Summary Report

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

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

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

Motorcycle Impaired Driving Program Description

According to the 2009 FARS data, Nebraska recorded 68 alcohol-impaired driving fatalities, seven (10.3%) were motorcyclists. Four of these seven alcohol-impaired motorcycle fatalities occurred in Douglas and Sarpy Counties. All seven of the motorcyclists involved in these fatal crashes were males

between the ages of 29 and 54. Only one of the seven was not operating a Harley Davidson and all of the crashes occurred between 5:55 p.m. and 1:14 a.m.

According to the 2010 FARS data, Nebraska recorded 14 motorcycle fatalities. Three of the fatalities (21%) involved two motorcyclists with a BAC of .08+ (one fatality was a passenger on one of the motorcycles involved). Only one of the fatalities occurred in the Douglas and Sarpy County area. Of the two fatal crashes, one occurred at 6:25 p.m. and the other at 2:00 a.m. The two male motorcycle operators were age 36 and 49. Neither crash involved a Harley Davidson motorcycle.

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

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

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

The NOHS has a comprehensive statewide impaired driving program, with emphasis in the state's 22 priority target counties (those counties with the highest number of fatal and serious injury crashes). A total of 49,532 (52.7%) of the states registered motorcycles are located in these 22 counties. These 22 counties represent 80.5% of the state's populations. A combination of public information and education campaigns with a strong impaired driving enforcement message that supports an aggressive traffic enforcement effort is used.

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

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

The NOHS has provided, during each riding season, special motorcycle enforcement grant funding to the Omaha Police Department (OPD) for the past five years. To reduce motorcycle fatal and serious injury crashes, the OPD employs motorcycle only checkpoints to identify impaired motorcycle operators, illegal

helmets, and no motorcycle endorsements. In addition, OPD targets enforcements in high motorcycle crash locations, both day and night, during the riding season.

In Sarpy County, a special cooperative/combined traffic unit involving full time officers from the Sarpy County Sheriff and the Bellevue Police Department is currently being funded by NOHS. The goal is to reduce the number of fatal and serious injury crashes in Sarpy County which includes motorcycle fatal and serious injury crashes.

The NOHS has been and continues to provide grant funding to the National Safety Council, Nebraska for the the Douglas and Sarpy County area "Ride Aware. Drive Aware." motorcycle safety campaign. This past year, the Safety Council has extended the campaign area for statewide coverage. During the months of May and June, the project targets motorcycle safety awareness and safe riding. The campaign has two goals: (1) to raise the awareness of other motorists to watch out for motorcycles and (2) to encourage safe and sober riding by organizing a special event and sober poker run in the Douglas and Sarpy County areas.

Section 402/405 Obligation Cost Summary

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

HIGHWAY SAFETY PROGRAM COST SUMMARY
2016 HSP SUBMITTED WITH PLAN

State: Nebraska **June 18, 2015**

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA-16-01-00-00	160,000.00	160,000.00	0.00	160,000.00	160,000.00	0.00
AL-16-06-00-00	218,023.00	272,528.75	0.00	218,023.00	218,023.00	218,023.00
AL-16-09-00-00	95,000.00	33,250.00	0.00	95,000.00	95,000.00	9,500.00
AL-16-10-00-00	213,334.00	266,667.50	0.00	213,334.00	213,334.00	213,334.00
AL-16-11-00-00	40,000.00	50,000.00	0.00	40,000.00	40,000.00	40,000.00
AL-16-12-00-00	75,000.00	63,750.00	0.00	75,000.00	75,000.00	45,000.00
AL-16-17-00-00	148,752.00	185,940.00	0.00	148,752.00	148,752.00	148,752.00
AL-16-18-00-00	111,666.00	139,582.50	0.00	111,666.00	111,666.00	111,666.00
AL-16-25-00-00	35,000.00	43,750.00	0.00	35,000.00	35,000.00	35,000.00
AL-16-39-00-00	127,500.00	159,375.00	0.00	127,500.00	127,500.00	127,500.00
AL-16-40-00-00	139,240.00	174,050.00	0.00	139,240.00	139,240.00	139,240.00
AL-16-41-00-00	38,000.00	47,500.00	0.00	38,000.00	38,000.00	38,000.00
OP-16-03-00-00	80,000.00	28,000.00	0.00	80,000.00	80,000.00	8,000.00
OP-16-04-00-00	275,000.00	343,750.00	0.00	275,000.00	275,000.00	275,000.00
OP-16-05-00-00	35,300.00	44,125.00	0.00	35,300.00	35,300.00	35,300.00
OP-16-38-00-00	80,000.00	100,000.00	0.00	80,000.00	80,000.00	80,000.00
PT-16-27-00-00	50,000.00	52,500.00	0.00	50,000.00	50,000.00	40,000.00
TR-16-30-00-00	10,000.00	7,500.00	0.00	10,000.00	10,000.00	5,000.00
TR-16-31-00-00	5,000.00	1,750.00	0.00	5,000.00	5,000.00	500.00
DD-16-13-00-00	80,000.00	100,000.00	0.00	80,000.00	80,000.00	80,000.00
IS-16-19-00-00	40,000.00	50,000.00	0.00	40,000.00	40,000.00	40,000.00
IS-16-21-00-00	25,000.00	11,250.00	0.00	25,000.00	25,000.00	5,000.00
IS-16-23-00-00	142,000.00	63,900.00	0.00	142,000.00	142,000.00	28,400.00
IS-16-24-00-00	35,000.00	35,000.00	0.00	35,000.00	35,000.00	26,250.00
SC-16-32-00-00	10,000.00	4,500.00	0.00	10,000.00	10,000.00	2,000.00
SC-16-35-00-00	25,000.00	11,250.00	0.00	25,000.00	25,000.00	5,000.00
SE-16-26-00-00	94,210.00	117,762.50	0.00	94,210.00	94,210.00	94,210.00
SE-16-33-00-00	50,000.00	62,500.00	0.00	50,000.00	50,000.00	50,000.00
SE-16-34-00-00	60,000.00	75,000.00	0.00	60,000.00	60,000.00	60,000.00
16+ TOTAL NHTSA	**$2,498,025.00**	**$2,705,181.25**	**$0.00**	**$2,498,025.00**	**$2,498,025.00**	**$1,960,675.00**
405b-16-09-00-00	60,000.00	15,000.00	0.00	60,000.00	60,000.00	0.00
405b-16-10-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405b-16-12-00-00	28,700.00	7,175.00	0.00	28,700.00	28,700.00	0.00
405b-16-13-00-00	134,000.00	33,500.00	0.00	134,000.00	134,000.00	0.00
405b-16-14-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
405b Sub-total	**$572,700.00**	**$143,175.00**	**$0.00**	**$572,700.00**	**$572,700.00**	**$0.00**
405c-16-01-00-00	364,000.00	91,000.00	0.00	364,000.00	364,000.00	0.00
405c-16-03-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
405c-16-04-00-00	234,085.00	58,521.25	0.00	234,085.00	234,085.00	0.00
405c-16-05-00-00	38,640.00	9,660.00	0.00	38,640.00	38,640.00	0.00
405c-16-11-00-00	36,638.00	9,159.50	0.00	36,638.00	36,638.00	0.00
405c-16-14-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405c-16-15-00-00	36,638.00	9,159.50	0.00	36,638.00	36,638.00	0.00
405c-16-16-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
405c Sub-total	**$910,001.00**	**$227,500.25**	**$0.00**	**$910,001.00**	**$910,001.00**	**$0.00**
405d-16-02-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405d-16-03-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405d-16-04-00-00	65,000.00	16,250.00	0.00	65,000.00	65,000.00	0.00
405d-16-05-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
405d-16-06-00-00	561,660.00	140,415.00	0.00	561,660.00	561,660.00	0.00
405d-16-07-00-00	0.00	0.00	0.00	0.00	0.00	0.00
405d-16-08-00-00	186,318.00	46,579.50	0.00	186,318.00	186,318.00	0.00
405d-16-09-00-00	350,000.00	87,500.00	0.00	350,000.00	350,000.00	0.00
405d-16-10-00-00	192,500.00	48,125.00	0.00	192,500.00	192,500.00	0.00
405d Sub-total	**$1,805,478.00**	**$451,369.50**	**$0.00**	**$1,805,478.00**	**$1,805,478.00**	**$0.00**
405f-16-01-00-00	14,000.00	3,500.00	0.00	14,000.00	14,000.00	0.00
405f-16-02-00-00	20,000.00	5,000.00	0.00	20,000.00	20,000.00	0.00
405f Sub-total	**$34,000.00**	**$8,500.00**	**$0.00**	**$34,000.00**	**$34,000.00**	**$0.00**
MAP 21 Total	**$3,322,179.00**	**$830,544.75**	**$0.00**	**$3,322,179.00**	**$3,322,179.00**	**$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)

June 18, 2015

Fred E Zwonechek
Administrator
Nebraska Office of Highway Safety

Date