

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



**October 1, 2013 – September 30, 2014**

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# **STATE OF NEBRASKA**

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

**October 1, 2013  
through  
September 30, 2014**

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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 Coordinator is in a position to assist in maintaining continuity among the various plan goals and the NOHS annual HSP. Efforts are underway to establish consistent goals by Fiscal Year 2015 (FY2015).

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 award. 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 2014 (FY2014) 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 FY2014, additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances and include the FY2014 Section 402/405 Obligation Cost Summary.

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

- Occupant Protection Incentive Grant will be used to increase the statewide child restraint and safety belt usage, media campaigns, and incentive awards for law enforcement agencies.
- State Traffic Safety Information System Improvements Grant will be used to improve the State data systems linking medical, roadway and economic data.
- Alcohol-Impaired Driving Countermeasures Incentive Grant will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.
- Motorcyclist Safety Grant funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.
- Section 405 Application (23 U.S.C. 405)
  - 405b Occupant Protection Low Use Funding
  - 405c: State Traffic Safety Information Systems Improvements (23 CFR 1200.22)
  - 405d: Impaired Driving Countermeasures (23 CFR 1200.23)
  - 405f: Motorcyclist Safety (23 CFR 1200.25)
- The NOHS will continue to actively submit applications for potential additional funding resources for highway safety program related activity. Expected applications will be made to the Nebraska Highway Safety Improvement Program and US Department of Justice, Office of Juvenile Justice and Delinquency Prevention, Enforcing Underage Drinking Law funding.

### **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.

The NOHS Program neither received nor expended any state or local funding for any of the Section 405 funds that the State is currently applying for in this FY2014 application.

The State had no prior State or local funding available in FY2010 and FY2011 to consider for its MOE and therefore the existing Section 405 applications applied for will all meet the MOE requirement provisions to be considered for the applications.

## Legislation

During the years 2007-2011, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- January 1, 2008 POP, Learner's and School Permit Enhancement
- January 1, 2008 Underage "Dram Shop" Law
- 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

## State Demographic Analysis

Nebraska is geographically located in the Midwest. In the 2010 Census, Nebraska has a population of 1.8 million distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 29 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 2012 there were 1,395,941 licensed drivers and 2,278,670 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



## **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**

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,  
Nebraska Sheriff's Association, etc., and interested individuals.

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

Among the other groups that contribute are:

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

## **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 10 Core 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 out and behavior measures annually. The following are the 14 performance measures which will be identified within their respective programs areas:

1. Fatalities (actual)
2. Fatality rate per 100M VMT (statewide; urban; rural)
3. Number of serious (disabling) injuries
4. Number of fatalities involving drivers or motorcycle operators with .08 BAC or above
5. Number of unrestrained passenger vehicle occupant fatalities
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of unhelmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Percent observed belt use for passenger vehicles – front seat outboard occupants
12. Number of seat belt citation issued during grant-funded enforcement activities
13. Number of impaired driving arrests made during grant-funded enforcement activities
14. Number of speeding citations issued during grant-funded enforcement activities

The Fatal Analysis Reporting System (FARS) data “Traffic Safety Performance (Core Outcome) Measures for Nebraska” and calendar year state crash data are being utilized. (A five year baseline average is used in all core outcome measures.)

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

		Year						Projections	
		2007	2008	2009	2010	2011	^2012	2013	2014
<b>Traffic Fatalities</b>	<b>Total</b>	256	208	223	190	181	212	203	182
	<b>Rural</b>	205	182	185	159	138	174	168	132
	<b>Urban</b>	51	26	38	31	43	38	35	50
	<b>Unknown</b>	0	0	0	0	0	0	0	0
<b>Fatalities Per 100 Million Vehicle Miles Driven**</b>	<b>Total</b>	1.32	1.09	1.15	0.98				
	<b>Rural</b>	1.82	1.67	1.68	1.43				
	<b>Urban</b>	0.62	0.31	0.45	0.37				
<b>Passenger Vehicle Occupant Fatalities (All Seat Positions)</b>	<b>Total</b>	219	175	187	148	141	174	165	163
	<b>Restrained</b>	67	69	59	46	43	57	55	52
	<b>Unrestrained</b>	122	91	108	79	79	96	91	90
	<b>Unknown</b>	30	15	20	23	19	21	20	21
<b>Alcohol-Impaired Driving Fatalities (BAC=.08+)***</b>		77	53	68	50	45	64	56	53
<b>Speeding-Related Fatalities</b>		44	32	30	36	33	35	32	30
<b>Motorcyclist Fatalities</b>	<b>Total</b>	15	19	15	14	23	22	18	17
	<b>Helmeted</b>	11	16	9	13	21	21	16	16
	<b>Unhelmeted</b>	4	3	5	0	2	1	2	1
	<b>Unknown</b>	0	0	1	1	0	0	0	1
<b>Drivers Involved in Fatal Crashes</b>	<b>Total</b>	356	282	327	249	257	294	282	282
	<b>Aged Under 15</b>	0	0	4	3	0	1	2	2
	<b>Aged 15-20</b>	71	47	51	33	27	46	41	40
	<b>Aged Under 21</b>	71	47	55	36	27	47	42	36
	<b>Aged 21 and Over</b>	284	234	269	213	229	246	238	239
	<b>Unknown Age</b>	1	1	3	0	1	1	1	1
<b>Pedestrian Fatalities</b>		8	5	9	8	7	15	8	6

\* These Performance Measures were developed by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

\*\* 2011-2012 State Vehicle Miles Traveled (VMT) Data is Not Yet Available

\*\*\* Based on the BAC of All Involved Drivers and Motorcycle Riders (Operators) Only

^ Nebraska Data/FARS data unavailable

## Nebraska Annual Comparative Data Chart

					Progress Report Data CY2009-2012				Projections 5 year moving average	
	2005	2006	2007	2008	2009	2010	2011	2012 <sup>^</sup>	2013	2014
Traffic Fatalities (F) (Actual)	276	269	256	208	223	190	181	212	203	182
Rural Fatalities (FARS)	207	209	205	182	185	159	138	174	168	132
Urban Fatalities (FARS)	69	60	51	26	38	31	43	38	35	50
Serious Traffic Injuries (A)	2,053	1,965	1,976	1,854	1,945	1,750	1,768	1,725	1,685	1,646
Traffic Fatalities and Serious Injuries Combined (F/A)	2,329	2,234	2,232	2,062	2,168	1,940	1,949	1,937	1,888	1,828
Vehicles Miles (Millions)	18,938	19,223	19,202	18,864	19,147	19,698	19,478	19,322	19,688	19,777
Rural Vehicle Miles (Millions)	11,172	11,021	11,129	10,714	10,874	11,123	11,043	10,922	10,935	10,979
Urban Vehicle Miles (Millions)	7,766	8,202	8,073	8,149	8,272	8,396	8,435	8,400	8,330	8,367
Traffic Fatalities/100 Million VMT (FARS)	1.46	1.39	1.32	1.09	1.15	0.98	0.93	1.10	1.03	0.92
Rural Traffic Fatalities/100 Million VMT (FARS)	1.85	1.87	1.82	1.67	1.68	1.43	1.25	1.59	1.51	1.46
Urban Traffic Fatalities/100 Million VMT (FARS)	0.89	0.73	0.62	0.31	0.45	0.37	0.51	0.45	0.41	0.39
Fatality and Serious Injury Rate /100 Million VMT	12.3	11.6	11.6	10.9	11.3	9.8	10.0	10.0	9.6	9.2
Population (U.S. Census)	1,751,069	1,759,779	1,769,473	1,783,432	1,796,619	1,826,341	1,826,341	1,826,341	1,826,341	1,826,341
Fatality Rate/100K Population	15.8	15.3	14.5	11.7	12.4	10.4	9.9	11.6	11.1	10.0
Fatality and Serious Injury Rate /100K Population	133.0	126.9	126.1	115.6	120.7	106.2	106.7	106.1	103.4	100.1
Alcohol-Impaired Driving Fatalities	81	86	91	67	79	53	51	90	66	64
Alcohol-Impaired Fatalities as a % of All Fatalities	29.3%	32.0%	35.5%	32.2%	35.4%	27.9%	28.2%	42.5%	32.5%	32.4%
Alcohol-Impaired Fatality Rate /100 Million VMT	0.43	0.45	0.47	0.36	0.41	0.27	0.26	0.35	0.32	0.31
Fatal, A and B Injury Crashes	6,051	5,706	5,830	5,514	5,387	5,025	4,998	4,868	4,781	4,694
Alcohol-Impaired Fatal, A and B Injury Crashes	698	682	712	685	628	580	610	598	587	577
Percent of Population Observed Using Safety Belts	79.2%	76.0%	78.7%	82.7%	84.8%	84.1%	84.2%	78.6%	82.4%	86.2%
Speed-Related Fatal, A and B Injury Crashes	576	425	535	400	423	454	374	385	371	358
Youth-Involved Fatal, A and B Injury Crashes	2,207	2,009	1,971	1,725	1,742	1,576	1,414	1,433	1,387	1,341
All Other Factors - Fatal, A and B Injury Crashes	4,777	4,599	4,583	4,429	4,336	3,991	4,014	3,956	3,926	3,896
Percent of unbelted drivers and occupants seriously injured or killed in a crash	52.1%	48.1%	47.7%	45.8%	35.4%	48.0%	48.4%	45.1%	42.3%	40.1%
Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	145	136	122	91	108	79	79	96	86	81
Speed-Related Fatalities (FARS)	51	64	44	32	30	36	33	35	32	30
Motorcyclist Fatalities (FARS)	17	18	15	19	15	14	23	22	18	17
Unhelmeted Motorcyclist Fatalities (FARS)	3	4	4	3	5	0	2	1	2	1
MC Operators .08 or higher (FARS)	2	5	5	5	7	3	1	3	4	2
Fatalities Involving Driver or Motorcycle Operator w/ $\geq$ .08 Bac (FARS)	74	71	77	53	68	50	45	64	56	53
Drivers Age 20 or Younger Involved in Fatal Crashes	54	68	71	47	55	36	27	47	42	36
Pedestrian Fatalities	8	9	8	5	9	8	7	15	8	6
Distracted Driver - Fatal, A and B Injury Crashes	874	819	749	732	783	696	729	738	699	662
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities	82	74	67	47	54	46	36	50	44	42
<b>Citations Issued During Grant Funded Enforcement Activities: (3-Year Moving Average) for year 2013 and 2014</b>										
Safety Belt Citations	n/a	n/a	n/a	n/a	3,605	3,622	4,051	3,178	3,889	4,160
Alcohol Impaired Driving Arrests	n/a	n/a	n/a	n/a	2,424	2,807	2,205	2,611	2,767	2,922
Speeding Citations	n/a	n/a	n/a	n/a	25,350	18,395	29,777	19,097	23,214	25,786
*Safety belt percentages from "Health Education, Inc." statewide observation Safety Belt Use Surveys										
<a href="http://factfinder.census.gov/sevlet/">http://factfinder.census.gov/sevlet/</a>										
Distract Driving Numbers - Follow To Closely, Inattention, Mobile Phone, Distracted-Other										
Projections are determined using 5 year baseline average with the exception of citations (3 year moving average.)										
Safety Belt Usage Rates - Nebraska Safety Use Report - Health Education Inc.										
Source: Nebraska Department of Roads, Standard Summary of Nebraska Motor Vehicle Traffic Accidents										
Vehicle Miles Source - NDOR - Travel Data for the (Year) HPMS Study										
<sup>^</sup> Nebraska Data /FARS Data Unavailable										

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, 2013**

THE NEBRASKA POLL - May 2013 - NARRATIVE SUMMARY - (N=900)

### **Impaired Driving**

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and safety-related responses included drunk drivers (3%), distracted drivers (4%) and general road and traffic conditions (14%).
- Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both drunk driving and distracted driving (each with a mean score of 4.33) were named as bigger problems than the fuel tax situation (3.55).
- Respondents were then asked an open-ended question about what is the best way to solve the drunk driving problem. Although responses were fairly scattered, more severe penalties led the list with a 23% plurality, followed by stricter law enforcement (13%) and education (8%).
- A majority of respondents (57%) indicated Nebraska penalties for drunk driving are not tough enough, while 39% indicated they are about right and 4% 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 (84%), followed by mandatory treatment for offenders (76%); then mandatory sentencing for offenders (69%); mandatory interlock ignition for all first-time offenders (66%); eliminating plea bargaining for drunk driving offenses (60%); and losing license for first offense (51%).
- Nine percent (9%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- CORE QUESTION: Just over a fourth of the respondents (26%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- CORE QUESTION: Nearly half the respondents (48%) indicated the chances of getting arrested if they drive after drinking are likely, while another 37% indicated chances of that are somewhat unlikely.
- CORE QUESTION: Half of the respondents (50%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.

### **Seat Belts**

- CORE QUESTION: Just over three-fourths of the respondents (78%) indicated they always wear safety belts when they drive or ride.
- CORE QUESTION: A solid majority (59%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely (37% somewhat unlikely plus 22% very unlikely).
- CORE QUESTION: Less than a fourth of respondents (23%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.
- For the fourth straight year, a majority of respondents (53%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.
- Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (30%) indicated \$51-100, 28% indicated \$25-50, 16% indicated \$101-150, 5% indicated \$151-200 and 21% indicated the fine should be more than \$200.
- One in five respondents (20%) indicated they have children weighing between 40 and 80 pounds, and of those 76% 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 23% indicated never, 16% indicated half the time and 13% indicated most of the time.
- CORE QUESTION: A plurality of respondents (47%) indicated they never driver faster than 70 mph on a road posted at 65 mph. Another 39% indicated they rarely drive faster than 70 on those roads, while 9% indicated half the time and 4% indicated most of the time.
- CORE QUESTION: Two in five respondents (40%) indicated they had heard something about speed enforcement by police in the past 30 days.
- CORE QUESTION: A plurality of respondents (40%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely, with 25% indicating likely, 12% very likely, 18% somewhat unlikely and 6% very unlikely.

## **Distracted Driving Laws**

- More than two-thirds of respondents (68%) indicated they would support a law banning drivers from talking on a cell phone while driving. Less than a third (31%) opposed that idea and only 1% had no opinion.
- Nearly two-thirds of respondents (62%) also supported a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving. Just over a third (37%) opposed that while 1% again had no opinion.
- Most of the respondents (88%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 11% opposed that and 1% had no opinion.
- (Results of all three distracted driving law questions were consistent with findings from the 2012 Nebraska Annual Traffic Safety study.)

## **Miscellaneous**

- Most respondents (81%) indicated that Nebraska's law requiring motorcycle helmets should be continued, while 18% said it should be repealed and 2% had no opinion.
- A majority of respondents (58%) 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 40% opposed such a requirement and 2% were undecided.

## **Demographics**

- Most respondents (98%) indicated they have a driver's license.
- Respondents indicated distribution in the following age categories (controlled variable): 16-20, 6%; 21-34, 14%; 35-49, 28%; 50-64, 33%; 65 up, 20%.
- Respondents indicated distribution in the following annual household income categories: under \$20,000, 10%; \$20,000-40,000, 20%; over \$40,000, 70%.
- Cell phone numbers were included in the sample; 87% of the respondents were interviewed on their traditional landlines and 13% on their cell phones.
- Respondents were distributed among Nebraska's three congressional districts as follows (controlled variable): District One, 30%; District Two, 35%; District Three, 35%.
- By control, respondents were 49% male and 51% female.

Years-of-life lost is a public health measure that will continue to be calculated. (See below)

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

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

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

\*Based on Calendar Year Fatality Data.


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

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 FY2014 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.

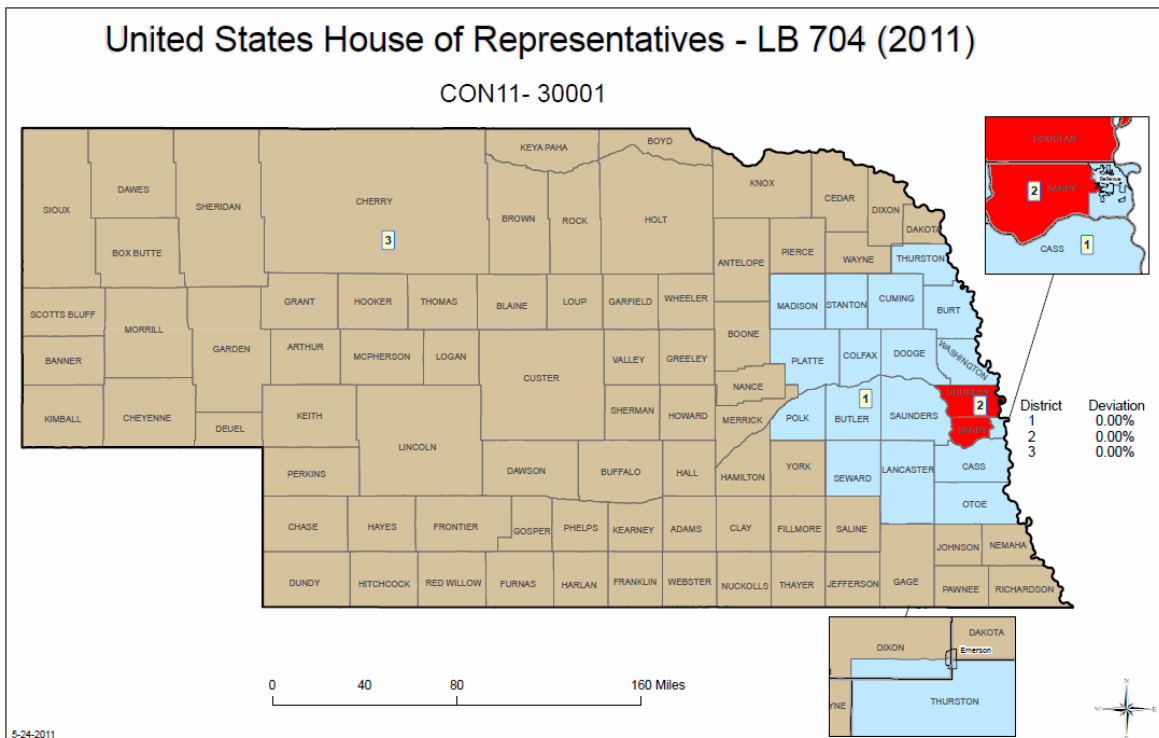
Geographical consideration is used in the problem identification process including dividing the problems according to Nebraska's three United States House of Representatives' Districts. Further geographical problem identification considerations will primarily concentrate on the selected 23 priority counties,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

## Nebraska Priority Counties

		<b>NEBRASKA PRIORITY COUNTIES FOR FY2014</b> COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES								
Congressional District	County	2011 FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2010 Population*	
Three	Adams	84	35.9	4.7	1.7	10.7	29.5	74.9%	31,364	
Three	Buffalo	124	20.9	2.0	0.8	4.9	16.0	74.1%	46,102	
One	Cass	67	16.7	3.0	2.2	2.5	18.0	74.4%	25,241	
Three	Custer	41	25.0	3.7	4.3	5.5	11.4	50.0%	10,939	
One	Dakota	47	24.5	3.6	1.6	4.2	17.1	75.2%	21,006	
Three	Dawson	69	16.4	2.9	2.6	3.8	10.9	58.1%	24,326	
One	Dodge	115	33.3	3.2	1.7	7.5	28.3	77.1%	36,691	
One	Douglas	1,201	27.1	3.0	1.0	7.1	23.1	74.2%	517,110	
One	Gage	69	29.1	5.5	2.5	8.4	21.1	69.1%	22,311	
Three	Hall	201	32.3	4.3	3.1	10.4	24.9	71.2%	58,607	
Three	Hamilton	40	13.7	1.0	1.4	2.7	11.3	51.3%	9,124	
One	Lancaster	939	39.8	3.9	1.8	12.8	34.1	86.5%	285,407	
Three	Lincoln	128	21.8	3.1	3.6	8.0	15.2	66.8%	36,288	
One	Madison	89	30.4	3.1	2.4	9.9	24.9	69.9%	34,876	
One	Otoe	47	19.1	2.8	2.0	5.3	14.2	57.8%	15,740	
Three	Platte	120	40.1	2.7	2.0	13.0	35.4	68.8%	32,237	
Three	Saline	47	39.1	11.6	3.3	11.6	24.1	54.4%	14,200	
One/Two	Sarpy	303	24.7	1.6	1.8	9.9	21.2	84.4%	158,840	
One	Saunders	56	26.3	2.3	3.3	5.6	20.7	71.4%	20,780	
Three	Scotts Bluff	109	35.3	5.5	3.6	11.3	26.2	69.6%	36,970	
One	Seward	55	14.6	0.8	1.3	5.3	12.5	70.0%	16,750	
One	Washington	53	27.5	3.6	1.6	10.9	22.3	83.0%	20,234	
Three	York	57	16.2	3.1	1.7	3.4	11.4	72.3%	13,665	
<b>23 County Population</b>										1,488,808
<b>Statewide</b>		<b>4,998</b>	<b>25.7</b>	<b>3.1</b>	<b>1.9</b>	<b>7.3</b>	<b>20.6</b>	<b>73.9%</b>	<b>1,826,341</b>	

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage  
 Data taken off 2011 Standard Summaries, Fatal, A / B Injuries, Statewide and County  
 \*U.S. Census Bureau Revised 3/1/2013  
 Nebraska 2011 data will continue to be the most current data for the FY2014 Plan

## Congressional Districts of Nebraska



## **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 (FY2014) funding period:

### **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 review and rating.

#### **June:**

Draft the HSP including the Section 405 grant application for review by NHTSA and program area experts.

#### **July:**

Final contracts negotiation and approval. Review, print, and submit the HSP for NHTSA review and approval. Respond promptly to any requests for additional information.

#### **August – September:**

Print, distribute, and post the approved HSP. Start implementation and gain approval for grants and contracts from the appropriate officials.

#### **October:**

Implement grants and contracts. Begin work on the 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.



## Performance Goal Selections

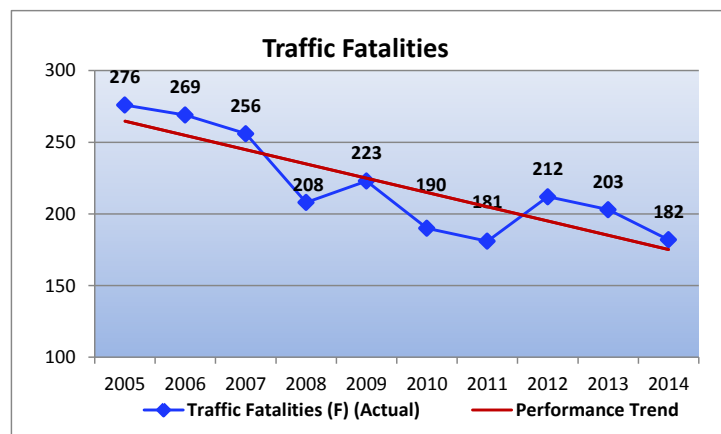
Performance goals, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway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

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

## Performance Goals and Trends

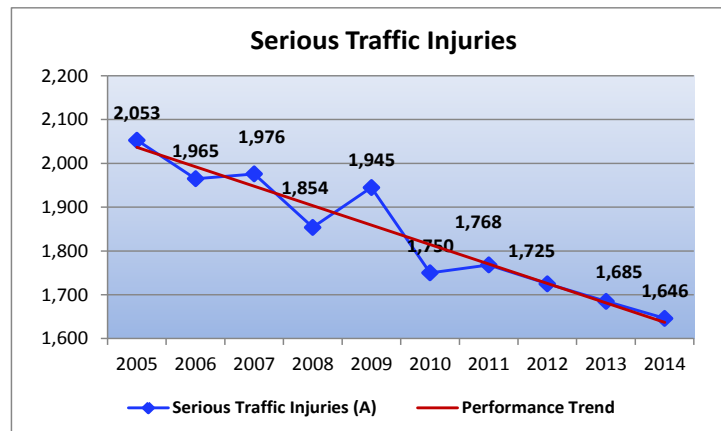
### Goal: Traffic Fatalities

To decrease traffic fatalities by 10% from the 2008-2012 calendar base year average of 203 to 182 by December 31, 2014.



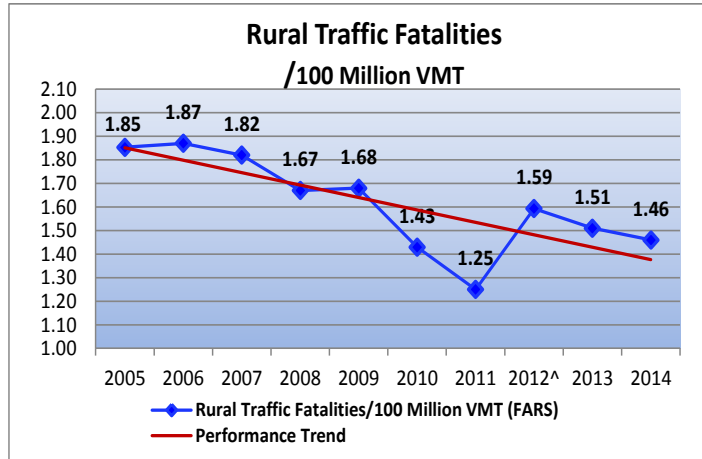
### Goal: Serious Traffic Injuries (State Crash Data Files)

To decrease serious injuries by 9% from the 2008-2012 calendar base year average of 1,808 to 1,646 by December 31, 2014.



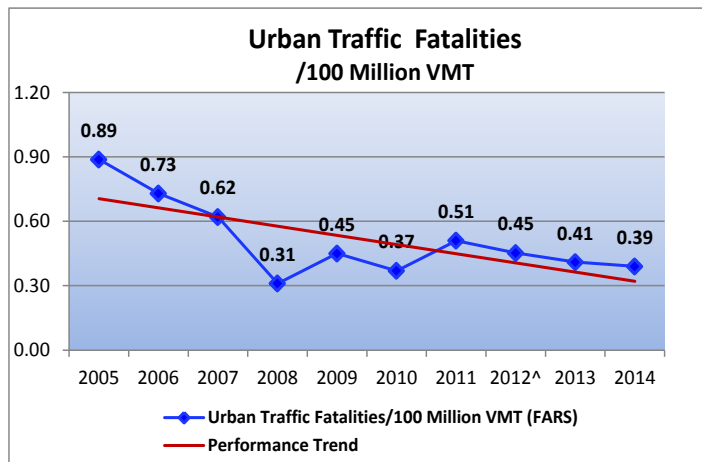
**Goal: Rural Traffic Fatalities/100 Million VMT (FARS)**

To decrease rural traffic fatalities/100 Million VMT by 6% from the 2008-2012 calendar base year average of 1.55 to 1.46 by December 31, 2014.



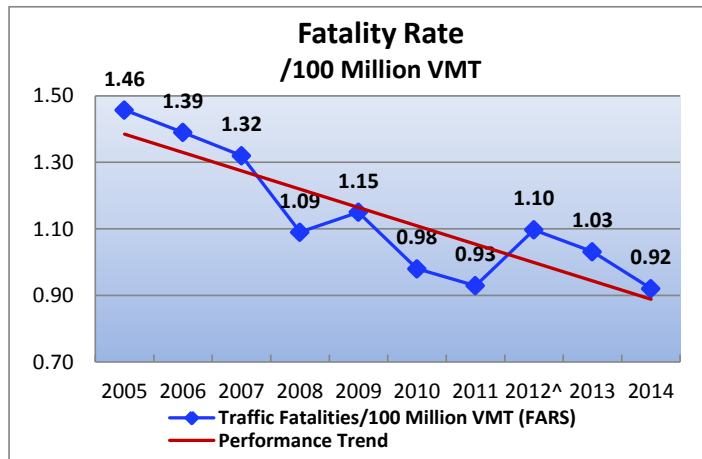
**Goal: Urban Traffic Fatalities/100 Million VMT (FARS)**

To decrease urban traffic fatalities/100 Million VMT by 7% from the 2008-2012 calendar base year average of 0.42 to 0.39 by December 31, 2014.



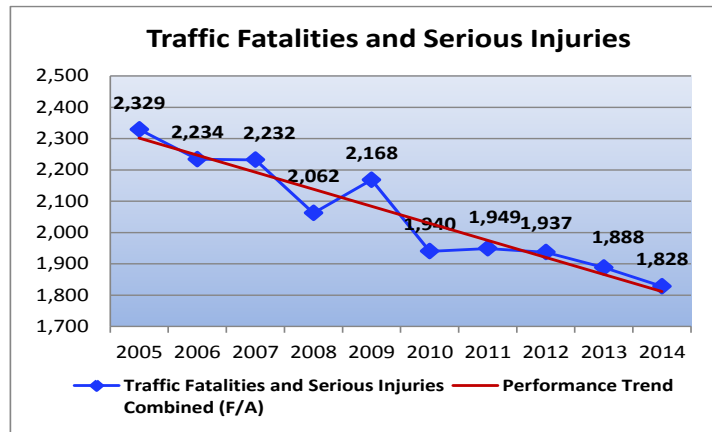
**Goal: Fatality Rate per 100 Million VMT (FARS/FHWA)**

To decrease the fatality rate/100 Million VMT by 13% from the 2008-2012 calendar base year average of 1.05 to 0.92 by December 31, 2014.



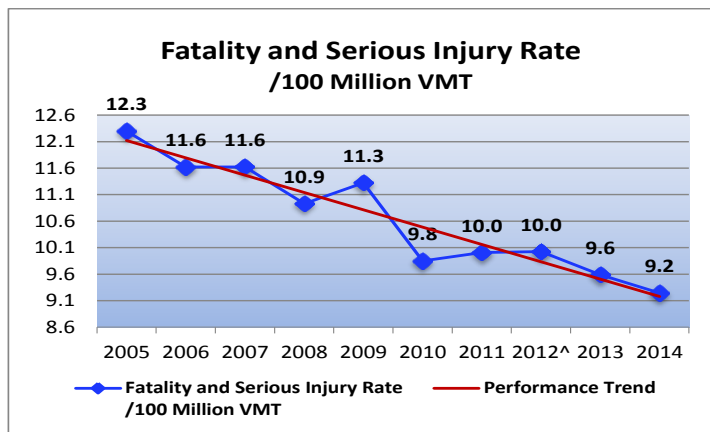
**Goal: Traffic Fatalities and Serious Injuries**

To decrease traffic fatalities and serious injuries by 9% from the 2008-2012 calendar base year average of 2,011 to 1,828 by December 31, 2014.



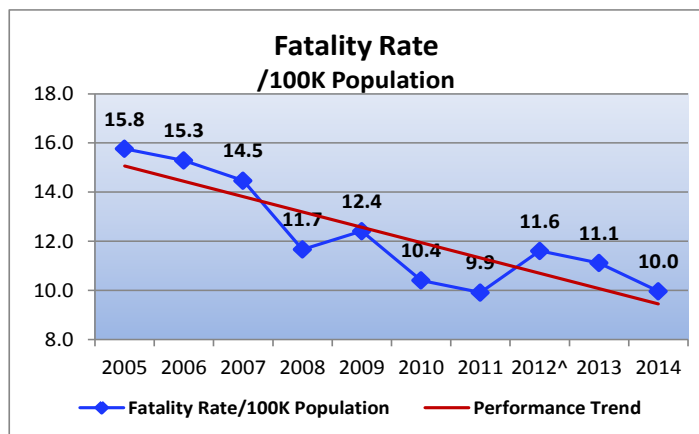
**Traffic Fatalities and Serious Injury Rate/100 Million VMT**

To decrease the traffic fatalities and serious injury rate/100 Million VMT by 12% from the 2008-2012 calendar base year average of 10.4 to 9.2 by December 31, 2014.



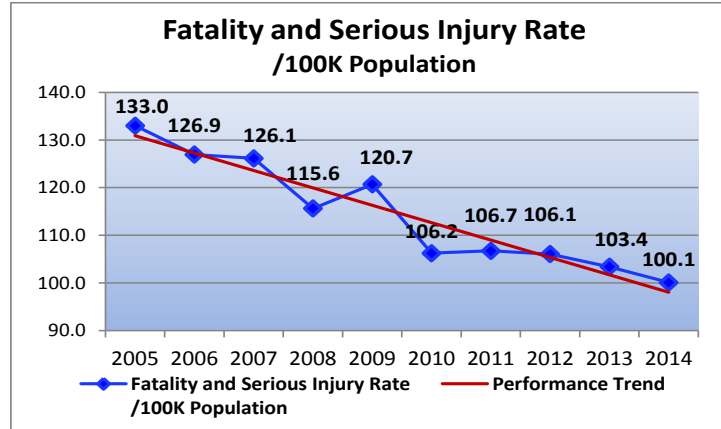
**Goal: Fatality Rate/100K Population**

To decrease the traffic fatality rate/100K Population by 11% from the 2008-2012 calendar base year average of 11.2 to 10.0 by December 31, 2014.



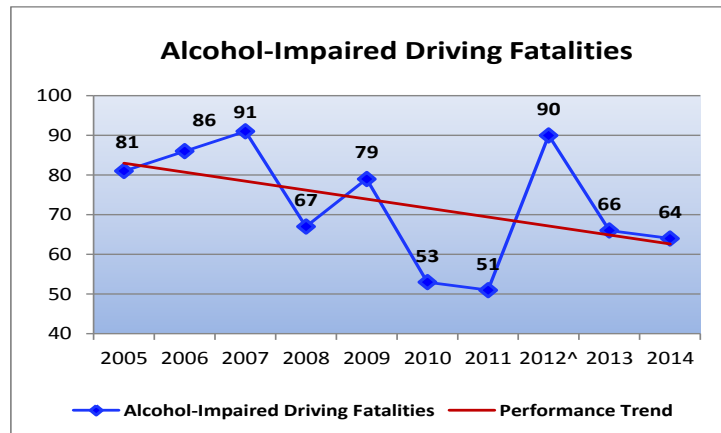
**Traffic Fatality and Serious Injury Rate/100K Population**

To decrease the traffic fatality and serious injury rate/100K Population by 10% from the 2008-2012 calendar base year average of 111.1 to 100.1 by December 31, 2014.



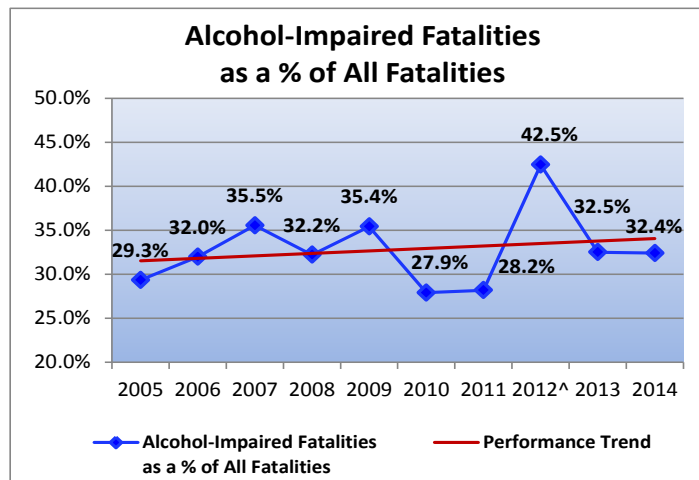
**Goal: Alcohol-Impaired Driving Fatalities**

To decrease alcohol-impaired driving fatalities by 6% from the 2008-2012 calendar base year average of 68 to 64 by December 31, 2014.



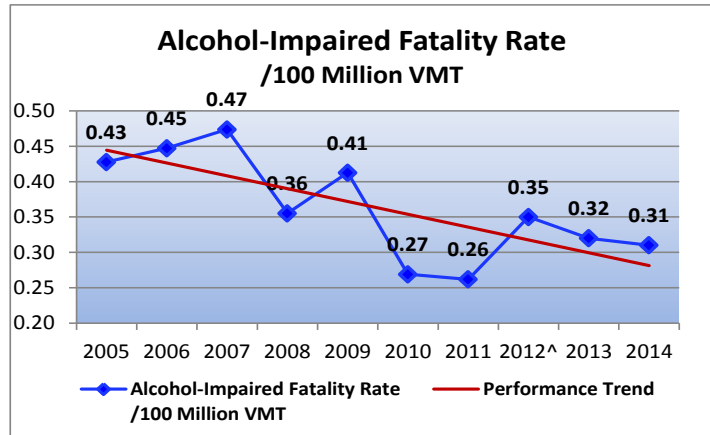
**Goal: Alcohol-Impaired Fatality Proportion**

To decrease alcohol-impaired fatalities proportion of all fatalities by 5% from the 2008-2012 calendar base year average of 34.1% to 32.4% by December 31, 2014.



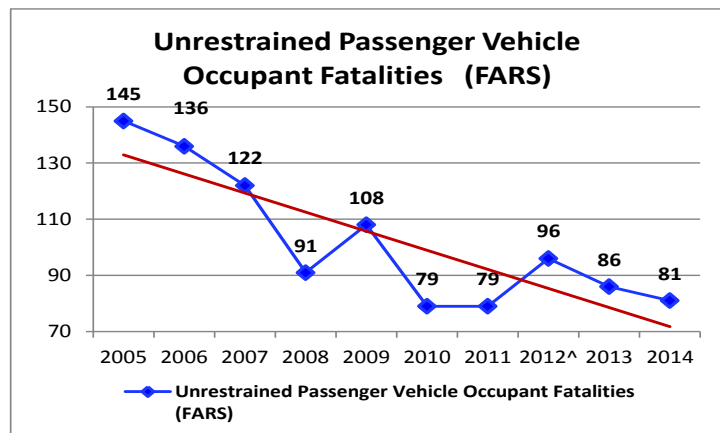
**Goal: Alcohol Impaired Driving Fatality Rate/100 Million VMT**

To decrease alcohol-impaired fatality rate/100 Million VMT by 5% from the 2008-2012 calendar base year average of 0.33 to 0.31 by December 31, 2014.



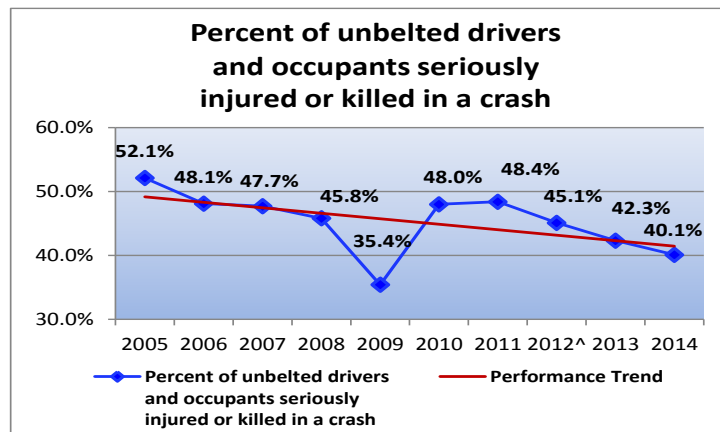
**Goal: Unrestrained Passenger Vehicle Occupant Fatalities (FARS)**

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the 2008-2012 calendar base year average of 91 to 81 by December 31, 2014.



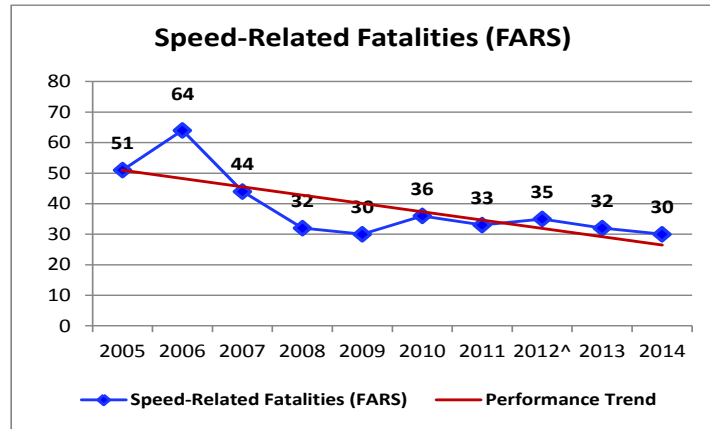
**Goal: Percent of Unbelted Drivers and Occupants Seriously Injured or Killed in a Crash**

To decrease the percent of unbelted drivers and occupants seriously injured or killed in a crash by 10% from the 2008-2012 calendar base year average of 44.5% to 40.1% by December 31, 2014.



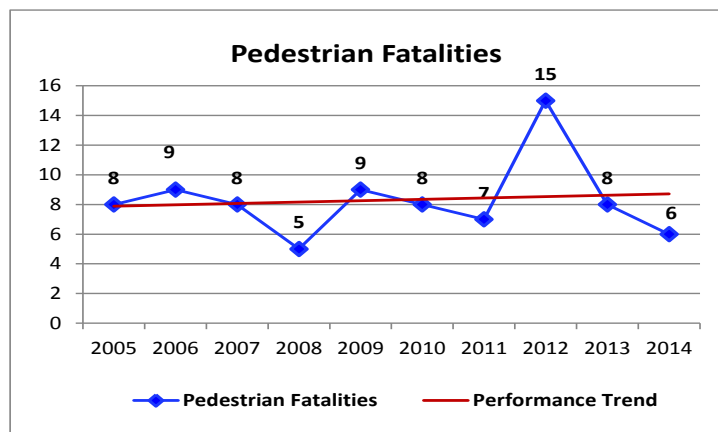
### Goal: Speed-Related Fatalities (FARS)

To decrease speed-related fatalities by 10% from the 2008-2012 calendar base year average of 33 to 30 by December 31, 2014.



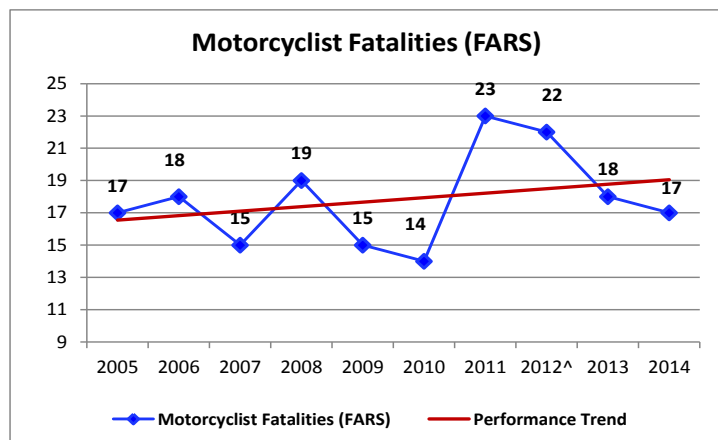
### Goal: Pedestrian Fatalities (FARS)

To reduce pedestrian fatalities by 30% from the 2008-2012 calendar base year average of 9 to 6 by December 31, 2014.



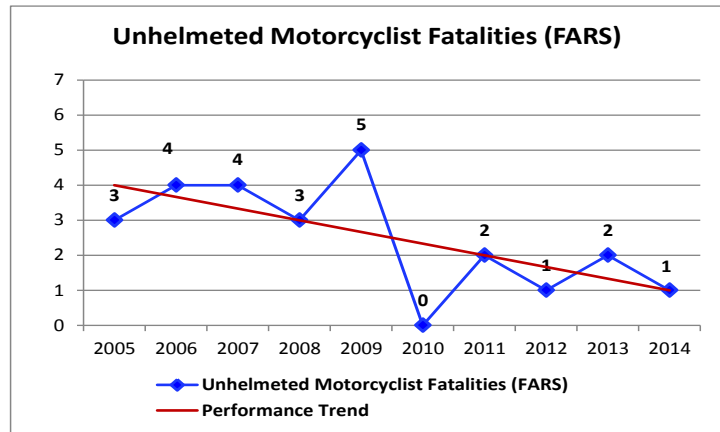
### Goal: Motorcyclist Fatalities (FARS)

To decrease motorcyclist fatalities by 6% from the 2008-2012 calendar base year average of 19 to 17 by December 31, 2014.



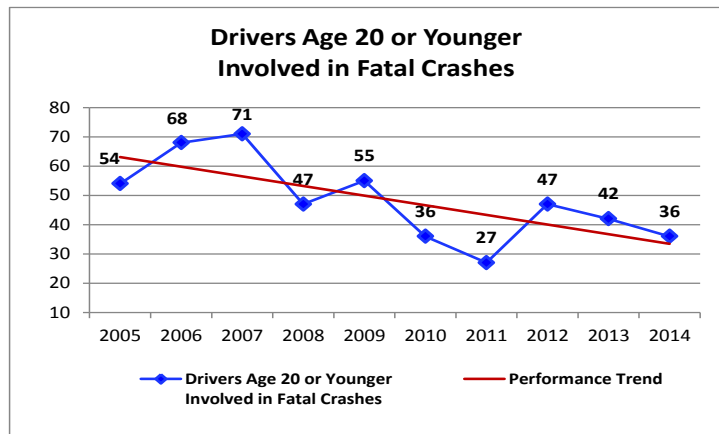
**Goal: Unhelmeted Motorcyclist Fatalities (FARS)**

To decrease unhelmeted motorcyclist fatalities by 50% from the 2008-2012 calendar base year average of 2 to 1 by December 31, 2014.



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

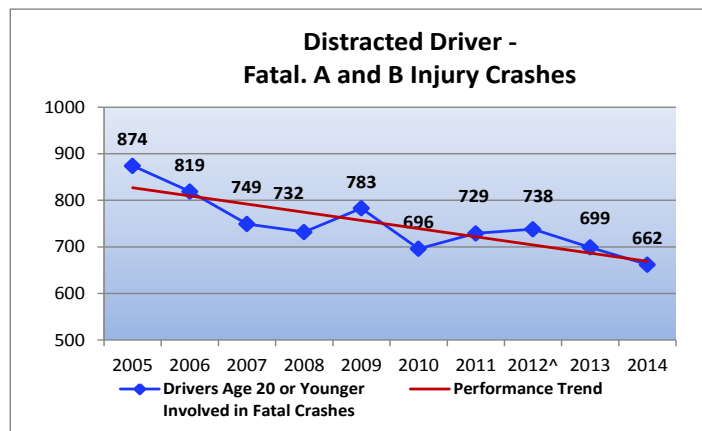
To decrease drivers age 20 or younger involved in fatal crashes by 10% from the 2008-2012 calendar base year average of 40 to 36 by December 31, 2014.



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

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

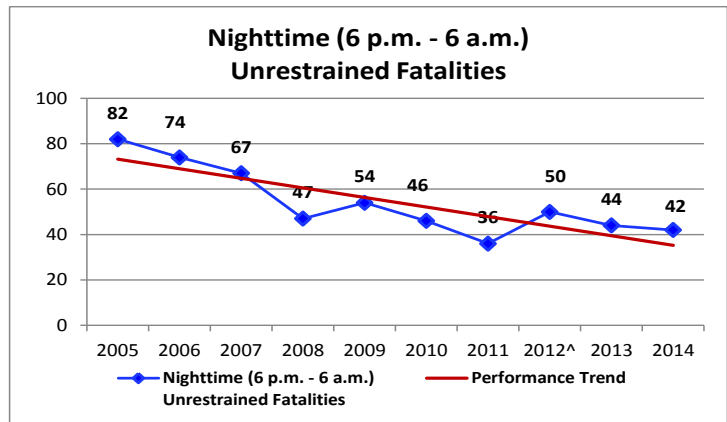
To reduce distracted driver – fatal, A and B injury crashes by 10% from the 2008-2012 calendar base year average of 736 to 662 by December 31, 2014.



**Goal: Nighttime (6 p.m. – 6 a.m.) Unrestrained Fatalities in Fatal Crashes\***

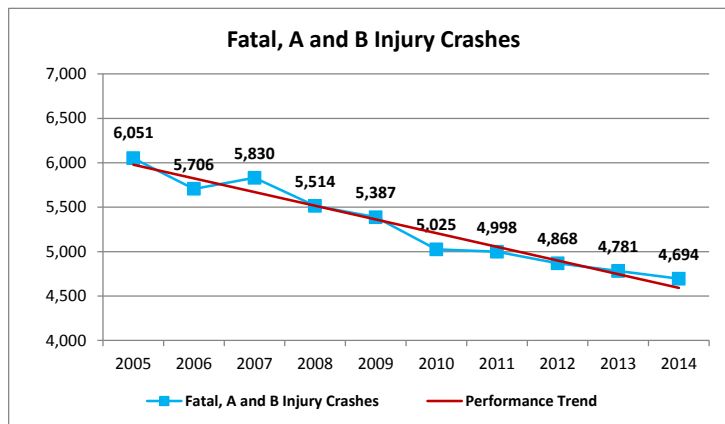
\*Includes Not Used and Unknown

To reduce nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes by 10% from the 2008-2012 calendar base year average of 47 to 42 by December 31, 2014.



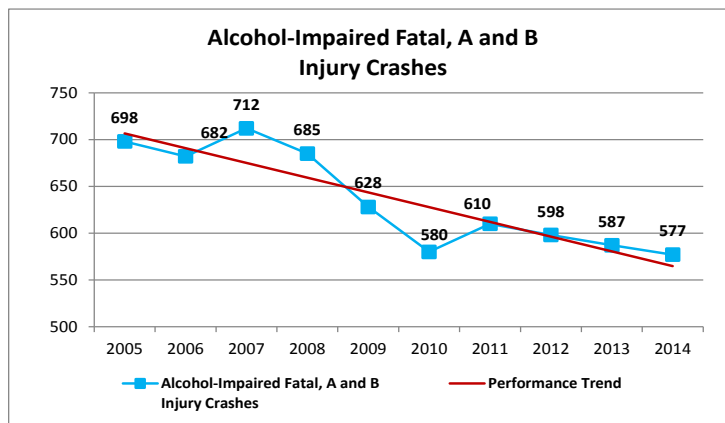
**Goal: Fatal, A and B Injury Crashes**

To decrease fatal, A and B injury crashes by 9% from the 2008-2012 calendar base year average of 5,158 to 4,694 by December 31, 2014.



**Goal: Alcohol-Impaired Fatal, A and B Injury Crashes**

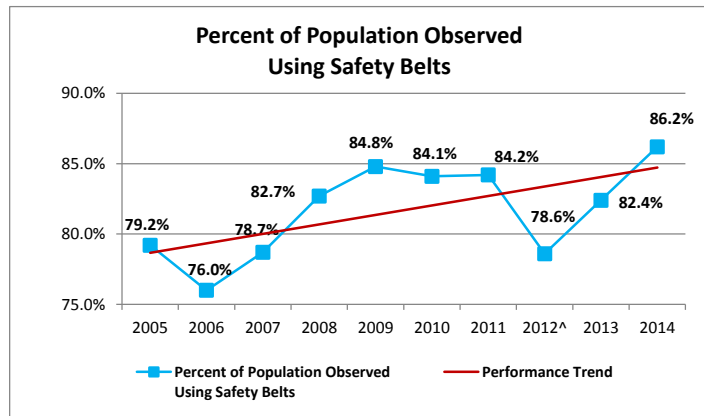
To decrease alcohol-impaired fatal, A and B injury crashes by 7% from the 2008-2012 calendar base year average of 620 to 577 by December 31, 2014.





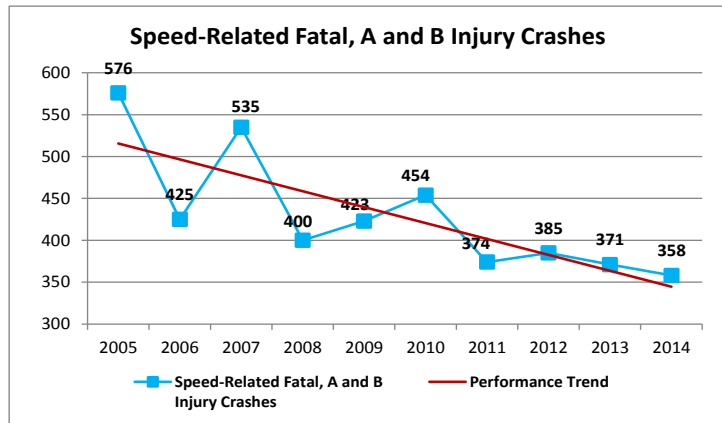
**Goal: Seat Belt Use Rate (Observed Seat Belt Use Survey)**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4% from the 2008-2012 calendar base year average usage rate of 82.9 % to 86.2% by December 31, 2014.



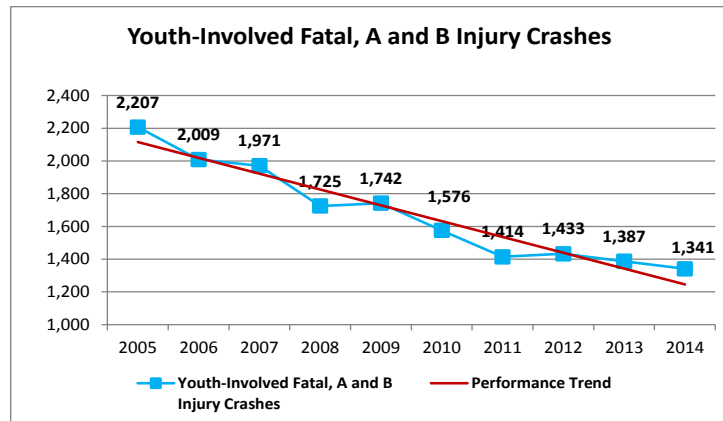
**Goal: Speed-Related Fatal, A and B Injury Crashes**

To decrease speed-related fatal, A and B injury crashes by 12% from the 2008-2012 calendar base year average of 407 to 358 by December 31, 2014.



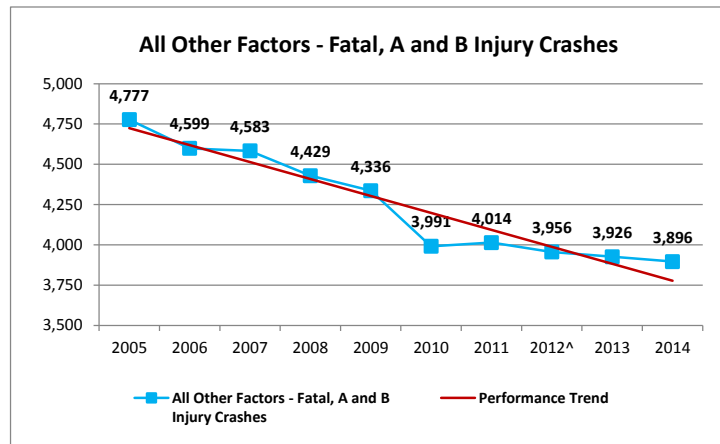
**Goal: Youth-Involved Fatal, A and B Injury Crashes - (Drivers Age 20 or younger)**

To decrease youth-involved fatal, A and B injury crashes by 15% from the 2008-2012 calendar base year average of 1,578 to 1,341 by December 31, 2014.



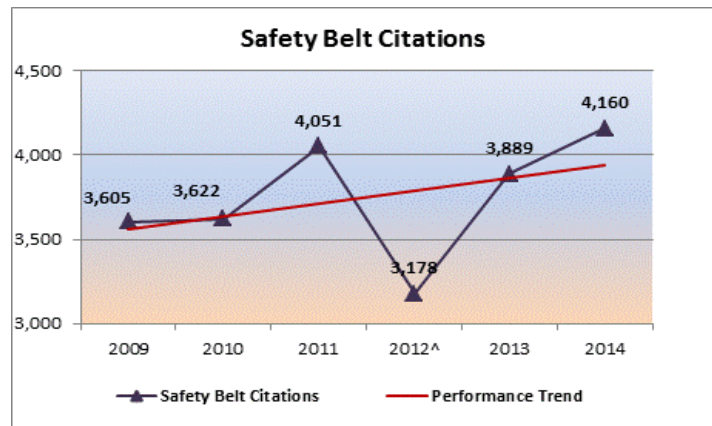
**Goal: All Other Factors - Fatal, A and B Injury Crashes**

To decrease all other factors – fatal, A and B injury crashes by 6% from the 2008-2012 calendar base year average of 4,145 to 3,896 by December 31, 2014.



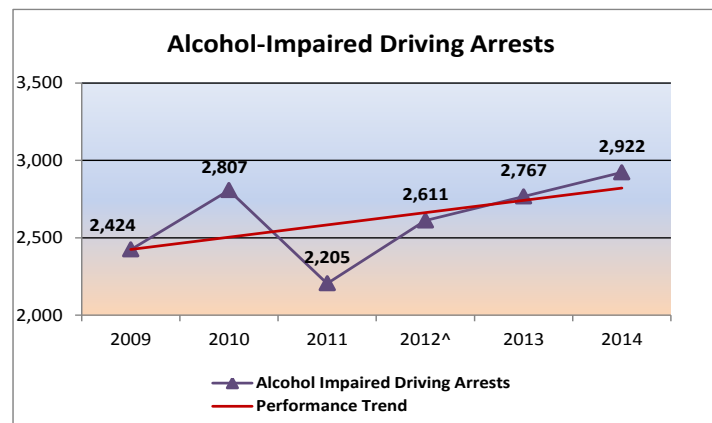
**Goal: Seat Belt Citations Grant Funded**

To increase the number of seat belt citations issued during grant funded enforcement activities by 15% from the 2010-2012 calendar base year of 3,617 to 4,160 by December 31, 2014.



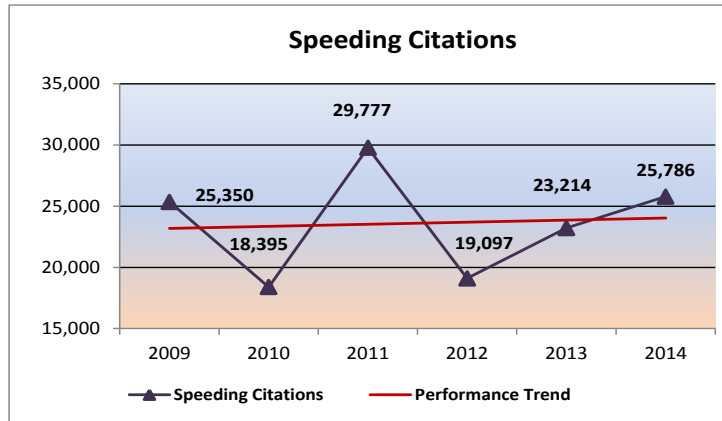
**Goal: Alcohol-Impaired Driving Arrests Grant Funded**

To increase the number of alcohol impaired driving arrests made during grant funded enforcement activities by 15% from the 2010-2012 calendar base year of 2,541 to 2,922 by December 31, 2014.



**Goal: Speeding Citations Grant Funded**

To increase number of speeding citations issued during grant funded enforcement by 15% from the 2010-2012 calendar base year 22,423 to 25,786 by December 31, 2014.



## Nebraska State Traffic Records Data

	2009	2010	2011
<b>POPULATION^</b>	1,796,619	1,826,341	1,826,341
<b>LICENSED DRIVERS</b>	1,380,859	1,383,840	1,388,987
<b>REGISTERED VEHICLES</b>	2,204,967	2,224,101	2,261,678
<b>VEHICLE MILES (MILLIONS)</b>	19,147	19,698	19,478
<b>FATALITY RATE (MILLIONS)</b>	1.16	0.97	0.93
<b>FATAL CRASHES</b>	205	166	164
<b>FATALITIES</b>	223	190	181
<b>A* INJURY CRASHES</b>	1,517	1,403	1,447
<b>B* INJURY CRASHES</b>	3,665	3,456	3,387
<b>C* INJURY CRASHES</b>	7,030	6,703	6,351
<b>A* INJURIES</b>	1,945	1,750	1,768
<b>B* INJURIES</b>	4,887	4,618	4,481
<b>C* INJURIES</b>	10,943	10,344	9,859
<b>ALCOHOL RELATED FATAL CRASHES</b>	73	46	49
<b>ALCOHOL RELATED FATALITIES</b>	79	53	51
<b>ALCOHOL RELATED A &amp; B** INJURY CRASHES</b>	555	534	561
<b>ALCOHOL RELATED C** INJURY CRASHES</b>	269	256	276
<b>ALCOHOL RELATED A &amp; B** INJURIES</b>	877	855	856
<b>ALCOHOL RELATED C** INJURIES</b>	361	324	329
<b>DRIVING UNDER INFLUENCE (DUI) ARRESTS#</b>	13,399	12,399	12,034
<b>DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##</b>	11,520	10,724	10,549
<b>SAFETY BELT CONVICTIONS###</b>	10,118	9,869	9,813
<b>CHILD RESTRAINT CONVICTIONS###</b>	1,628	1,530	1,444
<b>OBSERVED CHILD RESTRAINT USE</b>	95.4%	91.5%	95.1%
<b>REPORTED RESTRAINT USE### (FATAL, A* &amp; B*)</b>	70.2%	72.9%	73.6%
<b>OBSERVED RESTRAINT USE</b>	84.8%	84.1%	84.2%
<b>SPEEDING CONVICTIONS###</b>			
COUNTY/STATE	39,110	36,913	36,720
MUNICIPAL	31,839	29,789	31,347
INTERSTATE	11,531	8,839	8,025
SPEEDING	1,315	1,298	1,098
SPEED TOO FAST FOR CONDITIONS	548	699	700
<b>TOTAL SPEED CONVICTIONS</b>	<b>84,343</b>	<b>77,538</b>	<b>77,890</b>
<p>* A - Disabling Injuries    B - Visible, but not Disabling Injury    C - Possible Injury            ^ U.S. Census Bureau, Population Estimates Program            License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles            # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports            ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics            ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/27/10, 4/25/2011, 4/17/12            Nebraska Office of Highway Safety, P.O. Box 94612, Lincoln, NE 68509            Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 5/24/2012</p>			

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

	2009	2010	2011
LICENSED DRIVERS (Age 16 - 20)	114,515	112,436	110,360
FATAL CRASHES	46	31	24
FATALITIES	54	33	29
A* & B* INJURY CRASHES	1,662	1,508	1,282
C* INJURY CRASHES	2,255	2,159	1,793
A* & B* INJURIES	2,940	2,577	2,162
C* INJURIES	3,063	2,976	2,439
ALCOHOL-RELATED FATAL CRASHES	16	12	5
ALCOHOL-RELATED FATALITIES	18	14	7
ALCOHOL-RELATED A* & B* INJURY CRASHES	111	137	97
ALCOHOL-RELATED C* INJURY CRASHES	48	59	40
ALCOHOL-RELATED A* & B* INJURIES	180	261	153
ALCOHOL-RELATED C* INJURIES	72	86	52
TOTAL ARRESTS UNDER AGE 18: #			
DRIVING UNDER INFLUENCE (DUI)	230	205	163
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,019	1,739	1,767
DUI CONVICTIONS ##	966	902	900
.02 CONVICTIONS ##	50	38	34
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	717	616	632
SAFETY BELT CONVICTIONS ##	2,201	1,933	1,902
CHILD RESTRAINT CONVICTIONS ##	150	144	130
REPORTED RESTRAINT USE ###	57.8%	60.2%	62.8%
SPEEDING CONVICTIONS ##			
COUNTY/STATE	6,463	5,691	5,330
MUNICIPAL	5,260	4,368	4,396
INTERSTATE	1,801	1,406	1,244
SPEED TOO FAST FOR CONDITIONS	131	159	177
TOTAL SPEED CONVICTIONS	13,655	11,624	11,147
* A - Disabling Injuries * B - Visible, but not Disabling Injury * C - Possible Injury			
Licensed Drivers Includes all Permits (Learner's Permit-LPE & LPD), (School Permit-SCH), (Provisional Operator's Permit-POP)			
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports			
## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics			
### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/27/10, 4/25/11, 4/17/12			
Nebraska Office of Highway Safety, P.O. Box 94612, Lincoln, NE 68509			
Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 5/30/12			

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

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

<b>NEBRASKA FATAL, A &amp; B INJURY CRASHES (CY 2011)</b>											
(COUNTIES BY CRASH TOTAL)											
DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	21	340	840	1,201	3	RED WILLOW	3	13	21	37
1	LANCASTER	18	215	706	939	3	KEITH	3	11	18	32
1 - 2	SARPY	6	76	221	303	3	CHEYENNE	0	13	18	31
3	HALL	8	51	142	201	3	MERRICK	1	14	16	31
3	LINCOLN	6	31	91	128	3	HOLT	0	11	19	30
3	BUFFALO	8	30	86	124	3	WAYNE	0	7	21	28
1	PLATTE	6	37	77	120	1	BUTLER	2	9	16	27
1	DODGE	2	44	69	115	3	CEDAR	1	4	19	24
3	SCOTTS BLUFF	4	34	71	109	1	CUMING	1	8	17	26
1	MADISON	5	25	59	89	3	PIERCE	1	8	15	24
3	ADAMS	4	22	58	84	3	BOX BUTTE	0	5	18	23
3	DAWSON	6	19	44	69	1	COLFAX	1	10	14	25
3	GAGE	4	25	40	69	3	SHERIDAN	1	10	12	23
1	CASS	6	14	47	67	3	HOWARD	1	9	12	22
3	YORK	4	18	35	57	3	KIMBALL	1	10	11	22
1	SAUNDERS	4	18	34	56	3	PHELPS	1	8	13	22
1	SEWARD	0	16	39	55	1	THURSTON	0	14	10	24
1	WASHINGTON	0	21	32	53	3	CHERRY	4	4	13	21
3	DAKOTA	1	13	33	47	3	DAWES	1	9	11	21
3	SALINE	1	17	29	47	3	JEFFERSON	0	3	16	19
1	OTOE	1	12	34	47	3	KEARNEY	2	6	10	18
3	CUSTER	1	21	19	41	3	BOONE	1	3	13	17
3	HAMILTON	1	18	21	40	3	FILLMORE	2	7	8	17
	<b>TOTAL</b>	<b>117</b>	<b>1,117</b>	<b>2,827</b>	<b>4,061</b>	3	RICHARDSON	3	2	12	17
						3	MORRILL	2	1	13	16
						1	BURT	0	6	11	17
						3	JOHNSON	1	4	10	15
						3	KNOX	3	5	7	15
						3	SHERMAN	1	6	8	15
						3	VALLEY	0	7	8	15
						3	FURNAS	0	7	7	14
						3	NEMAHA	0	8	6	14
						3	THAYER	0	7	7	14
						3	DIXON	2	5	6	13
						3	NANCE	0	6	7	13
						3	DEUEL	0	6	6	12
						1	POLK	0	7	7	14
						1	STANTON	0	4	10	14
						3	HITCHCOCK	0	3	8	11
						3	WEBSTER	0	2	9	11
						3	HARLAN	0	2	8	10
						3	ANTELOPE	0	3	6	9
						3	BROWN	1	1	7	9
						3	FRANKLIN	0	5	3	8
						3	GREELEY	1	5	2	8
						3	DUNDY	0	4	3	7
						3	GOSPER	1	2	4	7
						3	PERKINS	0	3	4	7
						3	SIoux	1	3	3	7
						3	BANNER	0	2	4	6
						3	GARDEN	1	2	3	6
						3	NUCKOLLS	0	3	3	6
						3	PAWNEE	1	3	2	6
						3	THOMAS	1	2	3	6
						3	CLAY	0	1	4	5
						3	FRONTIER	1	1	2	4
						3	MCPHERSON	0	1	3	4
						3	BOYD	0	1	2	3
						3	CHASE	0	0	3	3
						3	GARFIELD	0	1	2	3
						3	HOOVER	0	1	1	2
						3	LOGAN	0	1	1	2
						3	ROCK	0	1	1	2
						3	HAYES	0	0	1	1
						3	KEYA PAHA	0	0	1	1
						3	WHEELER	0	0	1	1
						3	ARTHUR	0	0	0	0
						3	BLAINE	0	0	0	0
						3	GRANT	0	0	0	0
						3	LOUP	0	0	0	0
							<b>TOTAL</b>	<b>47</b>	<b>330</b>	<b>560</b>	<b>937</b>
<b>STATE TOTAL</b>		<b>164</b>	<b>1,447</b>	<b>3,387</b>	<b>4,998</b>						
CY - Calendar Year											
* INJURY SEVERITY CODES											
A = Disabling Injury											
B = Visible, but not disabling injury											

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

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	26	315	900	1,241	3	KEITH	1	14	18	33
1	LANCASTER	10	215	687	912	3	WAYNE	1	12	19	32
1 - 2	SARPY	8	86	216	310	3	PIERCE	1	8	23	32
3	HALL	1	54	148	203	1	CUMING	1	14	15	30
3	BUFFALO	2	42	99	143	3	HAMILTON	2	10	18	30
1	DODGE	3	38	93	134	3	SALINE	1	10	19	30
3	LINCOLN	6	41	85	132	3	MERRICK	1	7	21	29
3	SCOTTS BLUFF	4	28	76	108	3	BOX BUTTE	2	6	20	28
1	PLATTE	3	27	60	90	3	RED WILLOW	2	9	15	26
1	MADISON	4	12	73	89	1	COLFAX	2	9	14	25
1	SEWARD	7	29	44	80	3	DAWES	0	10	15	25
1	CASS	3	14	62	79	3	KEARNEY	4	9	12	25
3	ADAMS	2	11	64	77	3	KNOX	2	13	10	25
3	GAGE	7	17	47	71	3	CUSTER	1	9	14	24
3	DAWSON	4	15	43	62	3	JEFFERSON	1	8	14	23
1	SAUNDERS	5	19	37	61	1	THURSTON	0	11	11	22
3	YORK	4	20	33	57	3	CHEYENNE	1	4	17	22
1	WASHINGTON	6	10	36	52	3	CEDAR	2	5	14	21
3	DAKOTA	2	11	26	39	3	CERRY	2	6	13	21
3	HOLT	3	9	24	36	3	CLAY	1	10	10	21
1	OTOE	2	16	17	35	3	NEMAHA	0	4	16	20
	<b>TOTAL</b>	<b>112</b>	<b>1,029</b>	<b>2,870</b>	<b>4,011</b>	3	SHERIDAN	0	10	10	20
						1	BURT	0	6	13	19
						3	HITCHCOCK	1	5	13	19
						3	KIMBALL	2	8	9	19
						1	BUTLER	2	7	9	18
<b>STATE TOTAL</b>		<b>166</b>	<b>1,403</b>	<b>3,456</b>	<b>5,025</b>	3	ANTELOPE	0	7	11	18
						1	STANTON	0	9	8	17
						1	POLK	1	4	12	17
						3	HOWARD	1	11	5	17
						3	RICHARDSON	0	6	10	16
						3	BOONE	1	3	11	15
						3	FILLMORE	0	6	9	15
						3	PHELPS	0	3	12	15
						3	DEUEL	1	7	6	14
						3	DIXON	1	4	7	12
						3	WEBSTER	2	5	5	12
						3	FURNAS	3	1	7	11
						3	GREELEY	0	7	4	11
						3	MORRILL	1	2	8	11
						3	THAYER	1	5	5	11
						3	CHASE	1	5	4	10
						3	FRONTIER	0	4	6	10
						3	NANCE	0	5	5	10
						3	PAWNEE	1	6	2	9
						3	BROWN	1	2	6	9
						3	PERKINS	0	3	6	9
						3	FRANKLIN	0	6	2	8
						3	HARLAN	0	2	6	8
						3	SHERMAN	2	3	3	8
						3	SIOUX	0	1	7	8
						3	VALLEY	1	2	5	8
						3	GOSPER	1	4	2	7
						3	GARDEN	0	4	2	6
						3	HOOVER	0	1	4	5
						3	NUCKOLLS	0	1	4	5
						3	ROCK	0	2	3	5
						3	JOHNSON	0	3	1	4
						3	BANNER	1	1	2	4
						3	GARFIELD	0	2	2	4
						3	HAYES	0	1	3	4
						3	THOMAS	1	2	1	4
						3	BOYD	0	1	2	3
						3	DUNDY	0	2	1	3
						3	MCPHERSON	0	1	2	3
						3	ARTHUR	0	1	1	2
						3	GRANT	0	2	0	2
						3	LOGAN	0	0	2	2
						3	KEYA PAHA	0	1	0	1
						3	LOUP	0	1	0	1
						3	WHEELER	0	1	0	1
						3	BLAINE	0	0	0	0
							<b>TOTAL</b>	<b>54</b>	<b>374</b>	<b>586</b>	<b>1,014</b>

CY - Calendar Year

\* INJURY SEVERITY CODES

A = Disabling Injury

B = Visible, but not disabling injury





## Highway Safety Communications Plan

### PAID MEDIA

In FY2014, 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 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 (**Look Out for Motorcycles**); and 6) Railroad Grade Crossing Safety (**Operation Life Saver**).
- The NOHS also enhances the volume of paid media marketing/advertising during the national **Click It or Ticket** Mobilization and **Impaired Driving** Crackdown the additional designated **Click It or Ticket** Mobilization. Special **Underage Drinking** campaigns are also conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday through the end of January.

### PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2014, 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 FY2014, 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, and the Department of Roads to assist with kick off news conferences for the national and state traffic safety mobilizations.

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

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

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

#### **SOCIAL MEDIA**

For the past four 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 FY2014.

**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 expected Section 402 State and Community Highway Safety funds for federal fiscal year 2014 (October 1, 2013 - September 30, 2014) to 31 program project grants. This listing provides a brief description of the program project grants. While there are 31 program project grants, an expected total of more than 250 individual agreements will result from mini-grant agreement awards. A total of \$2,671,204.00 has been estimated for fiscal year 2014.

**Section 402 - Planning and Administration**

**Project Grant Number:** 402-14-01  
**Project Grant Title:** Planning and Administration/NOHS

**Description:**

Funding assistance for 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

**Project Grant Number:** 402-14-02  
**Project Grant Title:** Auditing/NOHS

**Description:**

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

**Budget:** \$4,000.00 Section 402

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-14-01	Planning and Administration	\$160,000.00	402
402-14-02	Auditing	\$4,000.00	402
<b>Total 402 Funds</b>		<b>\$164,000.00</b>	

## Section 402: Alcohol Program Area

**Goal:** To decrease alcohol-impaired fatal, A and B injury crashes by 7% from the 2008-2012 calendar base year average of 620 to 577 by December 31, 2014.

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**Project Grant Number:** 402-14-06

**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:** \$222,559.00 Section 402

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**Project Grant Number:** 402-14-09

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

**Description:**

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

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

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**Project Grant Number:** 402-14-10

**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:** \$395,000.00 Section 402

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**Project Grant Number:** 402-14-11  
**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:** \$35,000.00 Section 402

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**Project Grant Number:** 402-14-12  
**Project Grant Title:** Alcohol Selective Overtime Enforcement/NOHS

**Description:**

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

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

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**Project Grant Number:** 402-14-17  
**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:** \$111,294.00 Section 402

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**Project Grant Number:** 402-14-18  
**Project Grant Title:** Underage Alcohol Enforcement Initiatives/NOHS

**Description:**

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

**Budget:** \$75,000.00 Section 402

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**Project Grant Number:** 402-14-25  
**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:** \$25,000.00 Section 402

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**Project Grant Number:** 402-14-39  
**Project Grant Title:** Prosecutorial Response to DUI Crimes/  
Nebraska Department of Justice, Nebraska Attorney General's Office

**Description:**

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

**Budget:** \$120,975.00 Section 402

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**Project Grant Number:** 402-14-40  
**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:** \$124,198.00 Section 402

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**Project Grant Number:** 402-14-41  
**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.

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

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## Section 410/405d - 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 8 program tasks, an expected total of more than 200 individual projects will result from the mini-grant contract awards

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<b>Project Grant Number:</b>	<b>405d-14-02</b>	
<b>Project Grant Title:</b>	<b>In Car Cameras/NOHS</b>	
<b>Description:</b>	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.	
<b>Budget:</b>	\$175,000.00	Section 405d-13
	\$175,000.00	Section 405d-14

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<b>Project Grant Number:</b>	<b>405d-14-03</b>	
<b>Project Grant Title:</b>	<b>Breath Testing Equipment/NOHS</b>	
<b>Description:</b>	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.	
<b>Budget:</b>	\$125,000.00	Section 405d-13
	\$125,000.00	Section 405d-14

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<b>Project Grant Number:</b>	<b>405d-14-04</b>	
<b>Project Grant Title:</b>	<b>DRE/ARIDE Training &amp; Recertification/NOHS</b>	
<b>Description:</b>	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.	
<b>Budget</b>	\$55,000.00	Section 405d-13
	\$55,000.00	Section 405d-14

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**Project Grant Number:** 405d-14-05  
**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:** \$250,000.00 Section 405d-13  
\$250,000.00 Section 405d-14

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**Project Grant Number:** 405d-14-06  
**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:** \$200,000.00 Section 405d-13  
\$200,000.00 Section 405d-14

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**Project Grant Number:** 405d-14-07  
**Project Grant Title:** Alcohol Enforcement Coordinator, Enforcement Initiatives & Equipment/NOHS

**Description:**

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

**Budget:** \$225,000.00 Section 405d-13  
\$225,000.00 Section 405d-14

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**Project Grant Number:** 405d-14-08  
**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:** \$163,125.00 Section 405d-13  
\$163,125.00 Section 405d-13

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**Project Grant Number:** 405d-14-09

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

**Description:**

Provides grant funding 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.

<b>Budget:</b>	\$250,000.00	Section 405d-13
	\$250,000.00	Section 405d-14

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

<b>Project Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-14-06	Nebraska Collegiate Consortium To Reduce High-Risk Drinking	\$222,559.00	402
402-14-09	Alcohol Program Coordination	\$95,000.00	402
402-14-10	Alcohol Public Information and Education	\$395,000.00	402
402-14-11	Alcohol Equipment Support	\$35,000.00	402
402-14-12	Alcohol Selective Overtime Enforcement	\$100,000.00	402
402-14-17	MADD Court Monitoring Program Evaluation and Education Project	\$111,294.00	402
402-14-18	Underage Alcohol Enforcement Initiatives	\$75,000.00	402
402-14-25	Traffic Training	\$25,000.00	402
402-14-39	Prosecutorial Response to DUI Crimes	\$120,975.00	402
402-14-40	Project Night Life Expansion	\$124,198.00	402
402-14-41	Judicial Prosecution Training	\$10,000.00	402
<b>Total 402 Funds</b>		<b>\$1,314,026.00</b>	
405d-14-02	In-Car Cameras	\$175,000.00	405d-13
		\$175,000.00	405d-14
405d-14-03	Breath Testing Equipment	\$125,000.00	405d-13
		\$125,000.00	405d-14
405d-14-04	Drug Recognition Expert Training & Recertification	\$55,000.00	405d-13
		\$55,000.00	405d-14
405d-14-05	Alcohol Selective Overtime	\$250,000.00	405d-13
		\$250,000.00	405d-14
405d-14-06	Alcohol Public Information and Education	\$200,000.00	405d-13
		\$200,000.00	405d-14
405d-14-07	Special Alcohol Enforcement Initiatives & Equipment	\$225,000.00	405d-13
		\$225,000.00	405d-14
405d-14-08	Felony Motor Vehicle Prosecution Unit	\$163,125.00	405d-13
		\$163,125.00	405d-14
405d-14-09	Support of Evidence Based Environmental Strategies	\$0.00	410
		\$250,000.00	405d-13
		\$250,000.00	405d-14
<b>Total 410/405d Funds</b>		<b>\$2,796,250.00</b>	
<b>Total 402 Funds</b>		<b>\$1,314,026.00</b>	<b>402</b>
<b>Total 410 Funds</b>		<b>\$0.00</b>	<b>410</b>
<b>Total 405d-13</b>		<b>\$1,443,125.00</b>	<b>405d-13</b>
<b>Total 405d-14</b>		<b>\$1,443,125.00</b>	<b>405d-14</b>
<b>Total All Funds</b>		<b>\$4,200,276.00</b>	

## Section 402 - Occupant Protection Program Area

**Goal:** To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4% from the 2008-2012 calendar base year average usage rate of 82.9 % to 86.2% by December 31, 2014.

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**Project Grant Number:** 402-14-03  
**Project Grant Title:** Occupant Protection Program Coordination/NOHS

**Description:**

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

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

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**Project Grant Number:** 402-14-04  
**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. 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:** \$350,000.00 Section 402

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**Project Grant Number:** 402-14-05  
**Project Grant Title:** Custer County Campaign Buckle-Up/  
Central Nebraska Community Services, Inc.

**Description:**

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

**Budget:** \$20,723.00 Section 402

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**Project Grant Number:** 402-14-38  
**Project Grant Title:** Click It Don't Risk It Coalition/NOHS

**Description:**

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

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

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**Section 405 - Occupant Protection Incentive Grant**  
**Section 405b - Occupant Protection Low Use Funding**

The goal of the 405/405b 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. These funds are used to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4% from the 2008-2012 calendar base year average usage rate of 82.9 % to 86.2% by December 31, 2014 and to increase the observed child restraint usage from the 2012 observed rate of 95.9 to 100% in CY2014.

**Project Grant Number: 405b-14-09**

**Project Grant Title: 405b Low Training/NOHS**

**Description:**

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

<b>Budget:</b>	\$ 5,000.00	Section 405
	\$58,547.00	Section 405b-13
	\$58,547.00	Section 405b-14

**Project Grant Number: 405b-14-10**

**Project Grant Title: 405b Low Public Education/NOHS**

**Description:**

Provides funding 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.

<b>Budget:</b>	\$29,050.09	Section 405b-13
	\$29,050.09	Section 405b-14

**Project Grant Number: 405b-14-11**

**Project Grant Title: 405b Low Community CPS Services/NOHS**

**Description:**

Provides funding 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. Award process to inspection stations to provide child safety seats for rural and low-income parents/care givers.

<b>Budget:</b>	\$25,000.00	Section 405b-13
	\$25,000.00	Section 405b-14

**Project Grant Number:** 405b-14-12  
**Project Grant Title:** 405b Low CSS Purchase/Distribution/NOHS

**Description:**

Providing funds to the NOHS to provide resources to Child Passenger Safety (CPS) inspection stations child safety seats. Provide funding assistance through the Mini-Grant Contract Application and Award process to inspection stations to provide child safety seats for rural and low-income parents/care givers.

<b>Budget:</b>	\$30,000.00	Section 405
	\$ 6,453.00	Section 405b-13
	\$ 6,453.00	Section 405b-14

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**Project Grant Number:** 405b-14-13  
**Project Grant Title:** 405b Low OP 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 opinion surveys on Nebraska driver's to establish a baseline for measurement in changes in attitudes. This will provide funding for annual observations surveys.

<b>Budget:</b>	\$10,000.00	Section 405b-13
	\$10,000.00	Section 405b-14

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**Project Grant Number:** 405b-14-14  
**Project Grant Title:** 405b Low High Visibility Enforcement/NOHS

**Description:**

Provide funding to the NOHS to award mini-grants for 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.

<b>Budget:</b>	\$80,000.00	Section 405
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**Section 402 - Occupant Protection Program Area**  
**Section 405/405b - Occupant Protection Low Use Funding**  
**Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-14-03	Occupant Protection Program Coordination	\$80,000.00	402
402-14-04	Occupant Protection Public Information and Education	\$350,000.00	402
402-14-05	Custer County Campaign Buckle-Up	\$20,723.00	402
402-14-38	Click It Don't Risk It Coalition	\$80,000.00	402
<b>Total 402 Funds</b>		<b>\$530,723.00</b>	
405b-14-09	405b Low Training	\$5,000.00	405
		\$58,547.00	405b-13
		\$58,547.00	405b-14
405b-14-10	405b Low Public Education	\$29,050.09	405b-13
		\$29,050.09	405b-14
405b-14-11	405b Low Community CPS Services	\$25,000.00	405b-13
		\$25,000.00	405b-14
405b-14-12	405b Low CSS Purchase/Distribution	\$30,000.00	405
		\$6,453.00	405b-13
		\$6,453.00	405b-14
405b-14-13	405b Low OP Information System	\$10,000.00	405b-13
		\$10,000.00	405b-14
405b-14-14	405b Low High Visibility Enforcement	\$80,000.00	405
<b>Total 405/405b Total</b>		<b>\$373,100.00</b>	
<b>Total 402 Funds</b>		<b>\$530,723.00</b>	402
<b>Total 405 Funds</b>		<b>\$115,000.00</b>	405
<b>Total 405b 13 Funds</b>		<b>\$129,050.09</b>	405b-13
<b>Total 405b 14 Funds</b>		<b>\$129,050.09</b>	405b-14
<b>Total All Funds</b>		<b>\$903,823.18</b>	

### Section 402 - Police Traffic Services Program Area

**Goal:** To decrease all other factors – fatal, A and B injury crashes by 6% from the 2008-2012 calendar base year average of 4,145 to 3,896 by December 31, 2014.

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**Project Grant Number:** 402-14-27

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

**Description:**

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

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

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-14-27	Traffic Selective Overtime Enforcement	\$50,000.00	402
<b>Total 402 Funds</b>		<b>\$50,000.00</b>	

## Section 402 - Traffic Records Program Area

**Goal:** To decrease all other factors – fatal, A and B injury crashes by 6% from the 2008-2012 calendar base year average of 4,145 to 3,896 by December 31, 2014.

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**Project Grant Number:** 402-14-30

**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:** \$20,000.00 Section 402

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**Project Grant Number:** 402-14-31

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

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**Section 408 - State Traffic Safety Information System Improvements Grant**  
**Section 405c - State Traffic Safety Information Improvements**

Federal 408/405c 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 408/405c project priorities both short and long term.

**Project Grant Number: 405c-14-01**

**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.

<b>Budget:</b>	\$112,100.00	Section 408
	\$245,900.00	Section 405c-13
	\$165,000.00	Section 405c-14

**Project Grant Number: 405c-14-02**

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

**Description:**

Provide grant funding to the Nebraska Department of Roads (NDOR) to establish a web-based DR41 form and subsequently eliminate paper submissions and processing of the driver report. NDOR will 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. This project along with the E-Crash project will complete the rewrite of the Accident Records System, addressing the problems with the existing system, ranging from complete system lockup, incorrect query results and duplication of data into two separate databases. This project will also complete the rewrite of the Electronic Accident (Crash) Form system to streamline the reporting process for the accident investigators. 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.

<b>Budget:</b>	\$ 68,000.00	Section 405c-13
	\$100,000.00	Section 405c-14

**Project Grant Number: 405c-14-03**

**Project Grant Title: Electronic Crash Reports/Nebraska Department of Roads**

**Description:**

This provides grant funding to the NDOR to create an Accident (Crash) Records System that interfaces with the Electronic Accident Form by the use of any platform (i.e. multiple brands of touch screen devices, etc.) that will be able to be utilized by all law enforcement agencies statewide. This will increase the number of electronic reports submitted by law enforcement. This along with the Driver DR41 project will complete the rewrite of the Accident (Crash) Records System, addressing the problems with the existing system, ranging from complete system lockup, incorrect query results and duplication of data into two separate databases. This project will also complete the rewrite of the Electronic Accident (Crash) Form system to streamline the reporting process for the accident (crash) investigators. 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.

<b>Budget:</b>	\$ 11,000.00	Section 405c-13
	\$100,000.00	Section 405c-14

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**Project Grant Number: 405c-14-11**

**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.

<b>Budget:</b>	\$35,634.00	Section 405c-13
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**Project Grant Number: 405c-14-14**

**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.

<b>Budget:</b>	\$157,125.00	Section 405c-13
	\$136,450.00	Section 405c-14

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**Project Grant Number:** 405c-14-15  
**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:** \$35,634.00 Section 405c-13

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**Project Grant Number:** 405c-14-16  
**Project Grant Title:** Nebraska Traffic Records Program Coordination  
Nebraska Office of Highway Safety

**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:** \$50,000.00 Section 408  
\$50,000.00 Section 405c-14

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**Section 402 - Traffic Records Program Area**  
**Section 408/405c - State Traffic Safety Information System Improvements Grant**  
**Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-14-30	Traffic Records	\$20,000.00	402
402-14-31	Computer Systems	\$10,000.00	402
<b>Total 402 Funds</b>		<b>\$30,000.00</b>	
405c-14-01	E-Citation Automation	\$112,100.00 \$245,900.00 \$165,000.00	408 405c-13 405c-14
405c-14-02	Drivers E-Crash Reporting System	\$ 68,000.00 \$100,000.00	405c-13 405c-14
405c-14-03	Electronic Crash Reports	\$11,000.00 \$100,000.00	405c-13 405c-14
405c-14-11	EMS Data Quality Assessment	\$35,634.00	405c-13
405c-14-14	Crash Outcome Data Evaluation System (CODES)	\$157,125.00 \$136,450.00	405c-13 405c-14
405c-14-15	Hospital Discharge Injury Data (E-CODE) Quality Assessment	\$35,634.00	405c-13
405c-14-16	Nebraska Traffic Records Program Coordination	\$50,000.00 \$50,000.00	408 405c-14
<b>Total 405c Funds</b>		<b>\$1,290,743.00</b>	
<b>Total 402 Funds</b>		<b>\$30,000.00</b>	402
<b>Total 408 Funds</b>		<b>\$162,100.00</b>	408
<b>Total 405c-13 Funds</b>		<b>\$553,293.00</b>	405c-13
<b>Total 405c-14 Funds</b>		<b>\$551,450.00</b>	405c-14
<b>Total All Funds</b>		<b>\$1,296,843.00</b>	

**Section 402 - Distracted Driving Program Area**

**Goal:** To reduce distracted driver – fatal, A and B injury crashes by 10% from the 2008-2012 calendar base year average of 736 to 662 by December 31, 2014.

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

**Project Grant Number:** 402-14-13

**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:** \$65,000.00 Section 402

**Project Grant Number:** 402-14-22

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

**Description:**

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

**Budget:** \$30,500.00 Section 402

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

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-14-13	Distracted Driving Public Information and Education	\$65,000.00	402
402-14-22	Preventing Distracted Driving Among Teenage Drivers	\$30,500.00	402
<b>Total 402 Funds</b>		<b>\$95,500.00</b>	

## Section 402 - Identification and Surveillance Program Area

**Goal:** To decrease youth-involved fatal, A and B injury crashes by 15% from the 2008-2012 calendar base year average of 1,578 to 1,341 by December 31, 2014.

**Goal:** To reduce pedestrian fatalities by 30% from the 2008-2012 calendar base year average of 9 to 6 by December 31, 2014.

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**Project Grant Number:** 402-14-19

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

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**Project Grant Number:** 402-14-21

**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

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**Project Grant Number:** 402-14-23

**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

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**Project Grant Number:** 402-14-24

**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. Funds will also be used to contract with an experienced traffic safety public opinion survey of Nebraska drivers to establish a baseline for measurements.

**Budget:** \$20,000.00 Section 402

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

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-14-19	Youth Public Information and Education	\$50,000.00	402
402-14-21	Youth Program Coordination	\$25,000.00	402
402-14-23	Traffic Safety Program Coordination	\$142,000.00	402
402-14-24	Traffic Safety Public Information and Education	\$20,000.00	402
<b>Total 402 Funds</b>		<b>\$237,000.00</b>	

### Section 402 - Speed Control Program Area

**Goal:** To decrease speed-related fatal, A and B injury crashes by 12% from the 2008-2012 calendar base year average of 407 to 358 by December 31, 2014.

**Project Grant Number:** 402-14-32

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

**Project Grant Number:** 402-14-35

**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
402-14-32	Speed Program Coordination	\$25,000.00	402
402-14-35	Speed Public Information and Education	\$25,000.00	402
<b>Total 402 Funds</b>		<b>\$50,000.00</b>	



### Section 402 - Speed Enforcement Program Area

**Goal:** To decrease speed-related fatal, A and B injury crashes by 12% from the 2008-2012 calendar base year average of 407 to 358 by December 31, 2014.

**Project Grant Number:** 402-14-26

**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 Certification, Laser Certification, Standard Field Sobriety Testing (SFST), SFST updates, In-Car Camera, Crash Investigation (Intermediate and Advanced), Level 1 CAD Zone, Advanced Roadside Impaired Driving Enforcement (ARIDE) and one Traffic Crash Investigation symposium. The radar recertification interactive CD training will continue to be distributed to law enforcement agencies. Statewide training for preliminary and evidentiary breath testing instruments is supported by this project.

**Budget:** \$89,955.00 Section 402

**Project Grant Number:** 402-14-33

**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:** 402-13-34

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

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-14-26	Traffic Law Enforcement	\$89,955.00	402
402-14-33	Speed Selective Overtime Enforcement	\$50,000.00	402
402-14-34	Speed Equipment	\$60,000.00	402
<b>Total 402 Funds</b>		<b>\$199,955.00</b>	

### Section 2010/405f - Motorcyclist Safety Grant

Section 2010/405f provide 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.

**Project Grant Number:** 405f-14-01

**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.

<b>Budget:</b>	\$75,000.00	Section 405f-13
	\$75,000.00	Section 405f-14

**Project Grant Number:** 405f-14-02

**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.

<b>Budget:</b>	\$ 5,000.00	Section 2010
	\$25,000.00	Section 405f-13
	\$25,000.00	Section 405f-14

### Section 2010/405f- Motorcyclist Safety Grant Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
405f-14-01	Motorcycle Public Information and Education	\$75,000.00 \$75,000.00	405f-13 405f-14
405f-14--02	Motorcycle Training Assistance	\$5,000.00 \$25,000.00 \$25,000.00	2010 405f-13 405f-14
<b>Total 405f Funds</b>		<b>\$145,000.00</b>	
<b>Total 2010 Funds</b>		<b>\$5,000.00</b>	
<b>Total 405f-13 Funds</b>		<b>\$100,000.00</b>	
<b>Total 405f-14 Funds</b>		<b>\$100,000.00</b>	
<b>Total All Funds</b>		<b>\$205,000.00</b>	

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

State: Nebraska

Fiscal Year: 2014

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 Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.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](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

## **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

6/18/13  
Date

**Randall D. Peters**

\_\_\_\_\_  
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: 2014

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

6/18/13  
\_\_\_\_\_  
Date

**Randall D. Peters**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

### **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.

The NOHS Program neither received nor expended any state or local funding for any of the Section 405 funds that the State is currently applying for in this FY2014 application.

The State had no prior State or local funding available in FY2010 and FY2011 to consider for its MOE and therefore the existing Section 405 applications applied for will all meet the MOE requirement provisions to be considered for the applications.

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*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.*

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**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 # 79.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 79-84.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 84-86.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 86-92.

**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 # 93.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # 94.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # 94-96.
- 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 6/8/2007;
- 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.)
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**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 # 97 or submitted electronically through the TRIPRS database on 6/14/2013.
- 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 # 108 or submitted electronically through the TRIPRS database on 6/17/2013.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 108 or submitted electronically through the TRIPRS database on 6/17/2013.
- 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 # 119-121 & 128-132 or submitted electronically through the TRIPRS database on 6/20/2013.
- *[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
  - OR
  - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # 128-183
- 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 # 195
- 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 # 195-197
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 198-200
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 195-197
- 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 # 195 - 197

**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 # \_\_\_\_\_
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_

**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 # 203
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # 201-202
- 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 # \_\_\_\_\_
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_
- The State law or regulation that defines impairment.  
**Legal citation(s):**  
\_\_\_\_\_

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

Applying as a Law State –

- The State law or regulation 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:

[Redacted]

- Minimum duration:

[Redacted]

- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:

[Redacted]

- Exemptions from graduated driver licensing law:

[Redacted]

**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):**

[Redacted]

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):**

[Redacted]

**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):**

[Redacted]

**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)

### FY2014 Nebraska Planned Participation in the Click It or Ticket National Mobilization Description:

- Beginning May 1, 2014, 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, 2014.
- In addition to the nationally designated *Click It or Ticket* enforcement period of May 19 – June 1, 2014, the Nebraska Office of Highway Safety will include the May 12 – May 18, 2014 and the June 2 – 9, 2014, 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 19 – June 1, 2014* designated period.

### FY2014 Nebraska Occupant Protection Plan

#### How Significant is the Problem?

On Nebraska roadways, there were 565 unbelted vehicle occupant fatalities during 2006-2010, which is an average of 113 fatalities per year. This accounts for 49% of all traffic fatalities during the five-year period and approximately 51% of all vehicle occupant fatalities (1,098) during the study period.

During 2006-2010, reported safety belt usage in Nebraska ranged from a low of 79.0% in 2007 to a high of 85% in 2009. In 2010, safety belt usage was measured at 84.1%.

#### What is the Nebraska Goal?

Nebraska’s goal is to reduce the traffic fatality rate to 0.5 fatalities per 100 million VMT by 2016 (which is expected to save 103 lives annually). In order to achieve the goal, the number of annual unbelted vehicle occupant fatalities needs to be reduced by approximately 50.

#### What are the Contributing Factors?

##### Road and Area Type

- Unbelted vehicle occupant fatalities were more likely to occur in rural areas (465 of 565, 82%).
- Local roads accounted for the greatest number of unbelted fatalities (285 of 565, 50%). U.S. highways and state-numbered highways each had 21% of unbelted fatalities. Only 7% (41 of 565) of unbelted fatalities were on Interstate routes.

Jurisdiction Classification	Rural	Urban
Interstates	6%	1%
U.S. Highways	17%	4%
State Highways	19%	2%
Local Roads	39%	11%
Total by Area Type	82%	18%
Total	100%	

### Location

- 28% (156 of 565) of unbelted vehicle occupant fatalities occurred at an intersection.
- The top 6 counties represent only 30% (169 of 565) of unbelted vehicle occupant fatalities in Nebraska.

Top 6 Counties	Fatal Crashes	Fatalities
Douglas	67	74 (13%)
Lancaster	22	22 (4%)
Gage	18	19 (3%)
Buffalo	16	19 (3%)
Sarpy	16	17 (3%)
Dawson	15	16 (3%)

### Crash Type

- 61% (347 of 565) of unbelted fatalities occurred during a single vehicle run-off-the-road crash. Overall, single vehicle crashes accounted for 65% (370 of 565) and roadway departure crashes (i.e., ROR plus head-on) were 73% (413 of 565). Angle crashes were the second most frequent crash type and accounted for 17% (98 of 565) of fatalities.
- Of the single vehicle run-off-the-road fatalities: 56% were overturn, 13% were a collision with a ditch or embankment, 15% were a collision with a tree, utility pole, or sign support.

Crash Type	Unbelted Veh. Occ. Fatalities	Total Fatalities
Single Vehicle: Run-off-the-Road	347 (61%)	392 (46%)
Single Vehicle: Other	23 (4%)	47 (4%)
Rear End and Sideswipe (Same)	23 (4%)	97 (7%)
Head-On and Sideswipe (Opposite)	66 (12%)	165 (15%)
Angle	98 (17%)	262 (24%)
Left Turn (Leaving)	8 (1%)	43 (4%)
Other	0 (0%)	1 (< 1%)

### The Passenger

- Men were 64% (361 of 565) of unbelted fatalities.
- The young driver age range (16-20) had the most unbelted fatalities (119 of 565, 21%). Young adults (ages 21-34) followed closely behind, making up 31% of unbelted fatalities.
- Alcohol was listed as a contributing factor in 44% (246 of 565) of unbelted fatalities.
- 61 (11%) of the unbelted fatalities were partially ejected from their vehicle and 255 (45%) were reported as being totally ejected.

Age Group	Male	Female
≤ 15	22 (4%)	15 (3%)
16-20	75 (13%)	44 (8%)
21-24	49 (9%)	20 (4%)
25-34	62 (11%)	27 (5%)
35-44	33 (6%)	30 (5%)
45-54	42 (7%)	27 (5%)
55-64	33 (6%)	11 (2%)
65-74	23 (4%)	11 (2%)
75+	22 (4%)	18 (3%)
Totals by Gender	361 (64%)	203 (36%)
Population Total	565 (100%)	

## Role of Safety Belt in Injury Severity

In the fatal crashes that occurred between 2006 and 2010, unbelted vehicle occupants were found to account for 51% of all vehicle occupant fatalities. Looking at the rest of the passengers involved in the fatal crashes, 41% of the injured occupants were unbelted.

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

- The highest 3-hour period for unbelted vehicle occupant fatalities was between midnight and 3:00 a.m. (22%). The late afternoon (3:00 p.m. to 6:00 p.m.) and the early evening (6:00 p.m. to 9:00 p.m.) hours were next, with 15% of the fatalities each. 52% of unbelted fatalities occurred during dark driving conditions (compared to 45% of all fatalities).

Time of Day	Fatalities	Percentage
Midnight to 02:59	121	22%
3:00 to 05:59	42	8%
6:00 to 08:59	51	9%
9:00 to 11:59	48	9%
12:00 to 14:59	64	12%
15:00 to 17:59	82	15%
18:00 to 20:59	80	15%
21:00 to 23:59	60	11%
Unknown	17	3%

- 36% (204 of 565) of unbelted fatalities occurred on Saturday or Sunday.
- Another 16% of the unbelted fatalities were on Friday.


Day of Week	Fatalities	Percentage
Sunday	104	18%
Monday	69	12%
Tuesday	69	12%
Wednesday	64	11%
Thursday	68	12%
Friday	91	16%
Saturday	100	18%

### 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.

## Sustains 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 23 counties with the highest fatal and serious injury crashes. The 23 Priority Counties FY2014 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

		<b>NEBRASKA PRIORITY COUNTIES FOR FY2014</b> COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES							
Congressional District	County	2011 FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2010 Population*
Three	Adams	84	35.9	4.7	1.7	10.7	29.5	74.9%	31,364
Three	Buffalo	124	20.9	2.0	0.8	4.9	16.0	74.1%	46,102
One	Cass	67	16.7	3.0	2.2	2.5	18.0	74.4%	25,241
Three	Custer	41	25.0	3.7	4.3	5.5	11.4	50.0%	10,939
One	Dakota	47	24.5	3.6	1.6	4.2	17.1	75.2%	21,006
Three	Dawson	69	16.4	2.9	2.6	3.8	10.9	58.1%	24,326
One	Dodge	115	33.3	3.2	1.7	7.5	28.3	77.1%	36,691
One	Douglas	1,201	27.1	3.0	1.0	7.1	23.1	74.2%	517,110
One	Gage	69	29.1	5.5	2.5	8.4	21.1	69.1%	22,311
Three	Hall	201	32.3	4.3	3.1	10.4	24.9	71.2%	58,607
Three	Hamilton	40	13.7	1.0	1.4	2.7	11.3	51.3%	9,124
One	Lancaster	939	39.8	3.9	1.8	12.8	34.1	86.5%	285,407
Three	Lincoln	128	21.8	3.1	3.6	8.0	15.2	66.8%	36,288
One	Madison	89	30.4	3.1	2.4	9.9	24.9	69.9%	34,876
One	Otoe	47	19.1	2.8	2.0	5.3	14.2	57.8%	15,740
Three	Platte	120	40.1	2.7	2.0	13.0	35.4	68.8%	32,237
Three	Saline	47	39.1	11.6	3.3	11.6	24.1	54.4%	14,200
One/Two	Sarpy	303	24.7	1.6	1.8	9.9	21.2	84.4%	158,840
One	Saunders	56	26.3	2.3	3.3	5.6	20.7	71.4%	20,780
Three	Scotts Bluff	109	35.3	5.5	3.6	11.3	26.2	69.6%	36,970
One	Seward	55	14.6	0.8	1.3	5.3	12.5	70.0%	16,750
One	Washington	53	27.5	3.6	1.6	10.9	22.3	83.0%	20,234
Three	York	57	16.2	3.1	1.7	3.4	11.4	72.3%	13,665
<b>23 County Population</b>									1,488,808
<b>Statewide</b>		<b>4,998</b>	<b>25.7</b>	<b>3.1</b>	<b>1.9</b>	<b>7.3</b>	<b>20.6</b>	<b>73.9%</b>	<b>1,826,341</b>
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									81.5%
Data taken off 2011 Standard Summaries, Fatal, A / B Injuries, Statewide and County									of Population
*U.S. Census Bureau Revised 3/1/2013									
Nebraska 2011 data will continue to be the most current data for the FY2014 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.

## 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.



	Organization	Name
1	AAA Nebraska	Rose White
2	Alegent Creighton Health	Justin Parsley
3	Brain Injury Association of Nebraska	Kate Kulesher-Jarecke
4	Central City Police Department/EMS	Dick Smithson
5	Click It-Don't Risk It	Cherie Ferber
6	Department of Health & Human Services, Injury Prevention Program	Mickie Johnson
7	Department of Health & Human Services, Office of Epidemiology	Ying Zhang
8	Department of Health & Human Services, CODES	Ming Qu
9	Department of Health & Human Services, EMS/Trauma	Ashley Newmyer
10	Department of Health & Human Services, Health Disparities and Health Equity	Diane Lowe
11	Department of Health & Human Services, Injury Prevention	Jeanne Bietz
12	Department of Health & Human Services, Injury Prevention	Peg Ogea-Ginsburg
13	Department of Health & Human Services, Safe Kids Nebraska	Jason Kerkman
14	Department of Health & Human Services, School Health	Carol Tucker
15	Department of Health & Human Services, School Health	Kathy Karsting
16	Health Education, Inc., Consultant	Cindy Jeffrey
17	Lincoln-Lancaster Health Department/Safe Kids LLC/D	Julie Anderson
18	National Safety Council, Nebraska	Danielle Knudson
19	Nebraska Association of Local Health Directors	Vicky Duey
20	Nebraska Medical Association	Carole Bates
21	Nebraska Office of Highway Safety	Tim Jasnoch
22	Nebraska Safety Center, University of Nebraska - Kearney	Cindy Stone
23	Nebraska Safety Center, University of Nebraska - Kearney	Cynthia Houlden
24	Nebraska Safety Center, University of Nebraska - Kearney	Darla Morris
25	Nebraska Safety Center, University of Nebraska - Kearney	Sherry Morrow
26	Nebraska Safety Council	Laurie Klosterboer
27	Nebraska State Patrol	Tim Salmen
28	Ponca Tribe Injury Prevention Program	Chase Rohrer
29	Public Health Association of Nebraska	Rita Paris
30	Schmeeckle Research Inc.	Joyce Schmeeckle
31	Schmeeckle Research Inc.	Will Schmeeckle
32	School Nurses Association	Judy Zabel
33	State Farm Midwest Regional Office	Angelene Hennes
34	State Farm Midwest Regional Office	Coleen Nielsen
35	State Farm Midwest Regional Office	Nate McHargue

### **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 FY2014 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 23 inspection stations serving 54 of the 93 counties in Nebraska and reaching 88.7% of the state’s population. These inspection stations, with 363 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 inspection locations. In addition to these sites, Check-up Events are held in various Nebraska communities. 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).

	<b>Locations/Contacts</b>	<b>Counties Served – Update 6/13/2013</b>
<b>1</b>	<b>Alliance Fire Department</b> 315 Cheyenne Alliance, NE 69301	Box Butte, Morrill
<b>2</b>	<b>Avera St. Anthony’s Hospital</b> 300 North 2 <sup>nd</sup> , P.O. Box 270 O’Neill, NE 68763	Antelope, Boyd, Holt, Rock
<b>3</b>	<b>Boone County Health Center</b> 723 West Fairview Street Albion, NE 68620	Antelope, Boone, Nance, Greeley, Madison
<b>4</b>	<b>Brodstone Memorial Hospital / Good Beginnings</b> Superior Emergency Safety Building 154 West 5th Superior, NE 68978	Clay, Nuckolls, Thayer, Webster

5	<b>Children's Hospital &amp; Medical Center</b> 8200 Dodge Street Omaha, NE 68114	Douglas
6	<b>Community Action Partnership Western Nebraska</b> 3350 N 10th (Scottsbluff Fire Dept.) Gering, NE 68341	Scotts Bluff
7	<b>Faith Regional Health Services, Inc.</b> 2700 West Norfolk Avenue Norfolk, NE 68701	Madison, Pierce, Stanton, Wayne
8	<b>Four Corners Health Department</b> York Fire Department 815 N. Grant Avenue York, NE 68467	Butler, Polk, Seward, York
9	<b>Johnson County Hospital</b> 202 High Street Tecumseh, NE 68450	Johnson
10	<b>Lancaster County Health Department</b> 3140 N Street Lincoln, NE 68510	Lancaster
11	<b>Lincoln County Kids Safe (LinCKS)</b> Bob Spady GM 2302 East 4th North Platte, NE 69101	Dawson, Frontier, Keith, Lincoln, Logan
12	<b>National Safety Council, Nebraska</b> 11620 M Circle Omaha, NE 68137	Cass, Dodge, Douglas, Sarpy, Saunders, Washington
13	<b>Nebraska State Patrol</b> Troop A Headquarters 4411 South 108 <sup>th</sup> Omaha, NE 68137	Cass, Douglas, Sarpy
14	<b>OneWorld Community Health Centers, Inc.</b> 4920 South 30th Street, Suite 103 Omaha, NE 68107	Cass, Douglas, Sarpy
15	<b>Saint Elizabeth Regional Medical Center</b> 6900 L Street Lincoln, NE 68510	Lancaster
16	<b>Safe Kids Platte Valley/Good Samaritan Hospital</b> Killion Motors 715 Central Ave. Kearney, NE 68848	Buffalo, Dawson, Franklin, Furnas, Gosper, Harlan, Kearney, Phelps
17	<b>Safe Kids South Central</b> Lincoln Fire Park Station 1145 South Hastings Avenue Hastings, NE 68901	Adams, Clay, Nuckolls, Webster
18	<b>Saint Francis Medical Center</b> 2620 West Faidley Grand Island, NE 68803	Hall, Hamilton, Merrick, Nance
19	<b>Safe Kids Southeast</b> Nemaha County Sheriff's Department 1805 "N" Street Auburn, NE 68305	Gage, Johnson, Nemaha, Otoe, Pawnee, Richardson
20	<b>Sarpy/Cass Department of Health &amp; Wellness</b> 701 Olson Drive, Suite 101 Papillion, NE 68046	Cass, Sarpy
21	<b>Three Rivers District Health Department</b> 2400 N. Lincoln Fremont, NE 68025; Spanish interpreters available 739 W. 10th St Suite B Wahoo, NE 68066	Dodge, Saunders, Washington
22	<b>Western Community Health Resources</b> 821 Morehead St. Chadron, NE 69337	Dawes, Sheridan, Sioux
23	<b>Webster County Community Hospital</b> 6th & Franklin Red Cloud, NE 68970	Franklin, Nuckolls, Webster



**Nebraska Child Passenger Inspection Stations  
by Population Totals**

County	Population	County	Population
Adams	31,356	Lincoln	36,261
Antelope	6,658	Logan	767
Boone	5,503	Madison	34,935
Box Butte	11,292	Merrick	7,850
Boyd	2,105	Morrill	5,044
Buffalo	46,146	Nance	3,732
Butler	6,851	Nemaha	7,258
Cass	25,264	Nuckolls	4,503
Clay	6,546	Otoe	15,779
Dawes	9,173	Pawnee	2,770
Dawson	24,365	Phelps	9,201
Dodge	36,685	Pierce	7,261
Douglas	518,643	Polk	5,386
Franklin	3,239	Richardson	8,358
Frontier	2,753	Rock	1,519
Furnas	4,957	Sarpy	159,687
Gage	22,301	Saunders	20,864
Gosper	2,050	Seward	16,812
Greeley	2,543	Scotts Bluff	37,052
Hall	58,771	Sheridan	5,458
Hamilton	9,132	Sioux	1,313
Harlan	3,427	Stanton	6,130
Holt	10,439	Thayer	5,222
Johnson	5,225	Washington	20,272
Kearney	6,497	Wayne	9,608
Keith	8,374	Webster	3,818
Lancaster	286,142	York	13,647
		<b>Total</b>	<b>1,606,944</b>
<b>Total State Population</b>			<b>1,830,141</b>
<b>Percent of Counties Represented</b>			<b>87.8%</b>

Source: U.S. Census using 2012 Numbers

March 2013

**FY2014 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 363 available certified CPS Technicians from across the state to support the state's 23 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 2013

	First Name	Last Name	City	County	Certificate Expiration Date	Status
1	Kristin	Abbink	Omaha	Douglas	9/3/2013	Certified Technician
2	Christopher	Abbott	Bellevue	Sarpy	5/16/2014	Certified Technician
3	Amanda	Ablott	Hastings	Adams	6/1/2015	Certified Technician
4	Debra	Ainslie	Chadron	Dawes	2/22/2014	Certified Technician
5	CJ	Alberico	Omaha	Douglas	5/10/2015	Certified Technician
6	Linda	Alfred	Gering	Scotts Bluff	4/29/2014	Certified Technician
7	Annette	Alohaid	Lincoln	Lancaster	10/11/2014	Certified Technician
8	Julie	Anderson	Lincoln	Lancaster	10/22/2013	Certified Technician
9	Phylis	Anderson	St. Paul	Howard	8/14/2013	Certified Technician
10	Stacey	Anderson	Lincoln	Lancaster	4/6/2014	Certified Technician
11	Jody	Bacon	Dakota City	Dakota	6/24/2014	Certified Technician
12	Debra	Baker	Fremont	Dodge	6/13/2013	Certified Technician
13	Teri	Barnard	Palisade	Hitchcock	10/11/2014	Certified Technician
14	Laura	Bartlett	Omaha	Douglas	10/8/2014	Certified Technician
15	Timothy	Baumann	Lincoln	Lancaster	6/13/2013	Certified Technician
16	Carolyn	Beethe	Tecumseh	Johnson	10/22/2013	Certified Technician
17	Keith	Bell	Omaha	Douglas	1/27/2014	Certified Technician
18	Gracie	Benak	Omaha	Douglas	6/24/2014	Certified Technician
19	Scott	Benson	Lincoln	Lancaster	10/1/2013	Certified Technician
20	Anna	Bialas	Grand Island	Hall	10/8/2014	Certified Technician
21	Jeanne	Bietz	Lincoln	Lancaster	5/1/2015	Certified Instructor
22	Evelyn	Binder	Clay Center	Clay	6/16/2014	Certified Technician
23	Janel	Binder	Waverly	Lancaster	9/16/2014	Certified Technician
24	Shawna	Biodrowski	Papillion	Sarpy	10/1/2013	Certified Technician
25	Genie	Bishop	Grant	Perkins	5/8/2014	Certified Technician
26	Jennifer	Blair	Lincoln	Lancaster	6/16/2015	Certified Technician
27	Heidi	Blessing	Beatrice	Gage	9/18/2014	Certified Technician
28	Stacey	Blizek	Lincoln	Lancaster	9/29/2013	Certified Technician
29	Sherri	Blome	Chadron	Dawes	5/1/2015	Certified Instructor
30	Susan	Bochart	Loup City	Sherman	6/1/2015	Certified Technician
31	Amy	Bockelman	Norfolk	Madison	9/1/2013	Certified Technician
32	Jami	Boggy	Omaha	Douglas	8/26/2014	Certified Technician
33	Stephanie	Bonnema	Omaha	Douglas	3/19/2015	Certified Technician
34	Megan	Boone-Stoll	Lincoln	Lancaster	9/18/2014	Certified Technician
35	Amy	Borg	Omaha	Douglas	9/21/2014	Certified Instructor
36	Carrie	Branson	Fairbury	Jefferson	6/16/2013	Certified Technician
37	Linda	Branting	Tecumseh	Johnson	6/1/2015	Certified Technician
38	Jamie	Bray	Lincoln	Lancaster	1/18/2014	Certified Technician
39	Jami	Brester	West Point	Cuming	6/24/2014	Certified Technician
40	Daniel	Bribiesca	Omaha	Douglas	8/26/2013	Certified Technician
41	Bekki	Bridgmon	Tecumseh	Johnson	10/22/2013	Certified Technician
42	Michael	Brittenham	Columbus	Platte	6/1/2015	Certified Technician
43	Kenzie	Broders	Raymond	Lancaster	9/18/2014	Certified Technician
44	Sara	Bruening	Omaha	Douglas	11/18/2014	Certified Technician
45	Diana	Bruguera	Omaha	Douglas	6/13/2013	Certified Technician
46	Ann	Brunzell	Omaha	Douglas	5/1/2015	Certified Instructor
47	Mindy	Bryan	Osceola	Polk	8/1/2013	Certified Technician
48	Suzanne	Bullock	Madrid	Perkins	4/27/2015	Certified Technician

49	Eric	Burgland	Blair	Washington	8/26/2013	Certified Technician
50	Lindsey	Burhoop	Bancroft	Cuming	6/17/2015	Certified Technician
51	Debra	Byers	Elkhorn	Douglas	8/26/2014	Certified Technician
52	Karri	Cadwallader	Pender	Thurston	5/8/2014	Certified Technician
53	Renee	Callaghan	North Platte	Lincoln	10/1/2013	Certified Technician
54	Sean	Cannon	Omaha	Douglas	8/26/2013	Certified Technician
55	Molly	Carlson	Saint Paul	Howard	10/8/2014	Certified Technician
56	Robin	Carlson	Osceola	Polk	8/1/2013	Certified Technician
57	Mike	Cerny	Scottsbluff	Scotts Bluff	11/18/2014	Certified Technician
58	Sara	Cervantes Cabriaes	Omaha	Douglas	8/26/2013	Certified Technician
59	Tamara	Chamberlin	Kearney	Buffalo	9/18/2014	Certified Technician
60	Brooke	Chaney	Auburn	Nemaha	10/16/2013	Certified Technician
61	Julie	Chramosta	Gibbon	Buffalo	10/8/2014	Certified Technician
62	Heather	Church	Osceola	Polk	10/8/2014	Certified Technician
63	Darin	Clark	Hastings	Adams	6/15/2013	Certified Technician
64	Kate	Collins	Lincoln	Lancaster	9/21/2014	Certified Technician
65	Lora	Conley	Omaha	Douglas	10/13/2014	Certified Technician
66	Anne	Conlon	Omaha	Douglas	5/16/2014	Certified Technician
67	Lolly	Cook	Wahoo	Saunders	6/24/2014	Certified Technician
68	Michelle	Crawford	Lincoln	Lancaster	10/11/2014	Certified Instructor
69	Jamie	Cummings	Kearney	Buffalo	7/1/2015	Certified Technician
70	Nicole	Damewood	Papillion	Sarpy	5/19/2014	Certified Technician
71	Patty	Davis	Sutherland	Lincoln	4/27/2015	Certified Technician
72	Tonya	Dean	Falls City	Richardson	6/24/2014	Certified Technician
73	Joseph	Debban	Kearney	Buffalo	8/26/2014	Certified Technician
74	Valerie	DeJonge	Hastings	Adams	7/1/2015	Certified Technician
75	Joan	DeWitt	Scottsbluff	Scotts Bluff	5/4/2014	Certified Technician
76	Tom	Dibbern	Aurora	Hamilton	2/27/2015	Certified Technician
77	Miriam	Dinges	Omaha	Douglas	10/16/2013	Certified Technician
78	Elizabeth	Dolezal	Lincoln	Lancaster	9/6/2013	Certified Technician
79	Lynn	Dolezal	Lincoln	Lancaster	6/13/2015	Certified Technician
80	Miranda	Drahota	Omaha	Douglas	8/15/2014	Certified Technician
81	Haley	Duncan	Osceola	Polk	10/8/2014	Certified Technician
82	Christine	Dunton	Sidney	Cheyenne	10/16/2013	Certified Technician
83	Sarah	Economides	Lincoln	Lancaster	10/16/2013	Certified Technician
84	Megan	Edwards	Omaha	Douglas	8/26/2013	Certified Technician
85	Sonia	Elkins	Omaha	Douglas	8/26/2013	Certified Technician
86	Kristine	Elliott	Bridgeport	Morrill	5/8/2014	Certified Technician
87	Sara	Estrada	North Platte	Lincoln	10/21/2013	Certified Technician
88	Scott	Eveland	Ogallala	Keith	2/12/2014	Certified Instructor
89	Tracy	Eveland	Ogallala	Keith	5/4/2014	Certified Technician
90	Dessa	Farrand	Hastings	Adams	10/16/2013	Certified Technician
91	Jamie	Ferguson	Fremont	Dodge	6/17/2013	Certified Technician
92	Dan	Fiala	Aurora	Hamilton	2/27/2015	Certified Technician
93	Serena	Findley	North Platte	Lincoln	5/8/2014	Certified Technician
94	Ron	Fisher	Ogallala	Keith	4/9/2015	Certified Technician
95	Amanda	Fletcher	Beatrice	Gage	10/16/2013	Certified Technician
96	Angel	Flohers	Hastings	Adams	2/18/2014	Certified Technician
97	Lynda	Frailey	Sutherland	Lincoln	4/29/2014	Certified Technician
98	Melanie	Frear	Grand Island	Hall	10/23/2014	Certified Technician
99	Jane	Freeburg	Dalton	Cheyenne	8/14/2013	Certified Technician
100	Gina	Frerichs	Columbus	Platte	2/27/2015	Certified Technician
101	Rachel	Frickel	O'Neill	Holt	10/8/2014	Certified Technician
102	Rebecca	Fry	Grand Island	Hall	7/1/2015	Certified Technician
103	Sarah	Fuller	Lincoln	Lancaster	9/21/2014	Certified Technician
104	Stephanie	Gardeman	Fremont	Dodge	8/26/2014	Certified Technician
105	Kay	Gerdes	Nebraska City	Otoe	10/16/2013	Certified Technician
106	Jenny	Gilbert	Superior	Nuckolls	7/1/2013	Certified Technician
107	Tatiana	Glinsmann	Loup City	Sherman	10/21/2013	Certified Technician
108	Gloria	Goodenberger	Boys Town	Douglas	6/24/2014	Certified Technician
109	Georgene	Gottsch	Valley	Douglas	8/15/2014	Certified Technician
110	Cyndi	Groshong	Cambridge	Furnas	10/24/2013	Certified Technician
111	Carl	Grubb	Bellevue	Sarpy	4/27/2014	Certified Technician
112	Sharon	Grunke	Norfolk	Madison	8/14/2013	Certified Technician
113	Victoria	Halley	Omaha	Douglas	5/19/2014	Certified Technician
114	Carol	Hamik	Hastings	Adams	5/1/2015	Certified Instructor
115	Heidi	Haney	Omaha	Douglas	6/24/2014	Certified Technician
116	Michael	Hanke	York	York	6/1/2015	Certified Technician

117	Amy	Hansen	Lincoln	Lancaster	10/8/2014	Certified Technician
118	Diane	Hansen	Bellevue	Sarpy	8/26/2013	Certified Technician
119	Christin	Hanson	Superior	Suckolls	8/1/2013	Certified Technician
120	Connie	Hardin	Fairbury	Jefferson	6/13/2015	Certified Technician
121	Rob	Harding	Omaha	Douglas	8/26/2013	Certified Technician
122	Marcia	Harmon	Falls City	Richardson	10/1/2013	Certified Technician
123	Sara	Harris	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
124	Kim	Haskin	Seward	Seward	5/10/2015	Certified Technician
125	Pamela	Hatch	Hastings	Adams	6/17/2013	Certified Technician
126	Krista	Heineman	Thurston	Thurston	6/1/2015	Certified Technician
127	Lynne	Heithoff	Norfolk	Madison	5/1/2015	Certified Technician
128	Lynda	Henke	Columbus	Platte	9/21/2014	Certified Technician
129	Ben	Hennecke	Lincoln	Lancaster	10/16/2013	Certified Technician
130	Jodi	Henry-Reynolds	Niobrara	Knox	8/26/2013	Certified Technician
131	Jennifer	Herbel	Gering	Scotts Bluff	5/18/2014	Certified Technician
132	Bradley	Higgins	Neligh	Antelope	9/1/2013	Certified Technician
133	Angel	Hinkley	Alliance	Box Butte	4/29/2014	Certified Technician
134	Nicholas	Hinman	Alliance	Box Butte	9/14/2013	Certified Technician
135	Curtis	Hofrock	Sidney	Cheyenne	4/9/2015	Certified Technician
136	Adam	Hollingshead	Sidney	Cheyenne	4/9/2015	Certified Technician
137	Celeste	Homan	York	York	9/16/2014	Certified Technician
138	Kassidy	Horst	Wisner	Cuming	4/28/2015	Certified Technician
139	Todd	Hovey	McCook	Red Willow	6/17/2015	Certified Technician
140	Jamie	Howrey	Winnebago	Thurston	3/6/2015	Certified Technician
141	Thomas	Hudiburgh	Ogallala	Keith	5/8/2014	Certified Technician
142	Megan	Huebner	North Platte	Lincoln	10/8/2014	Certified Technician
143	Veta	Hungerford	Long Pine	Brown	5/1/2015	Certified Technician
144	Terri	Huston	Lincoln	Lancaster	10/8/2014	Certified Technician
145	Jane	Husz	Papillion	Sarpy	5/3/2014	Certified Technician
146	Desaray	Ishii	Fort Calhoun	Washington	4/27/2014	Certified Technician
147	Jennifer	Jacobitz	Prosser	Hall	7/12/2015	Certified Technician
148	Estefani	Jacobo	Lexington	Dawson	5/8/2014	Certified Technician
149	Candie	Jacobs	Yutan	Saunders	6/16/2013	Certified Technician
150	Hayley	Jambor	Lincoln	Lancaster	10/8/2014	Certified Technician
151	Laura	Jana	Omaha	Douglas	9/1/2013	Certified Technician
152	Joan	Jansen	Omaha	Douglas	9/21/2013	Certified Technician
153	Jennifer	Janzen	Lincoln	Lancaster	9/6/2013	Certified Technician
154	Amanda	Jeffres	Burwell	Garfield	6/12/2014	Certified Technician
155	Eileen	Jensen	Bellevue	Sarpy	4/27/2014	Certified Technician
156	Lisabeth	John	Grand Island	Hall	9/13/2014	Certified Technician
157	Diana	Johnson	Grand Island	Hall	4/28/2015	Certified Technician
158	Jessica	Johnson	McCook	Red Willow	2/27/2015	Certified Technician
159	Liz	Johnson	Fremont	Dodge	5/8/2014	Certified Technician
160	Gena	Jones	Norfolk	Madison	10/1/2013	Certified Technician
161	Amy	Jurgensen	Cordova	Seward	5/1/2015	Certified Technician
162	Amy	Juszyk	Omaha	Douglas	8/15/2014	Certified Technician
163	JoAnn	Kadavy	Lincoln	Lancaster	10/22/2013	Certified Technician
164	Kira	Kaltenbach	Omaha	Douglas	10/8/2014	Certified Technician
165	Helen	Kampfe	Lincoln	Lancaster	5/10/2015	Certified Instructor
166	Colleen	Karmazin	Blue Hill	Webster	7/14/2014	Certified Technician
167	Barbara	Keegan	Hemingford	Box Butte	10/1/2013	Certified Technician
168	Mary	Kelly	Boys Town	Douglas	4/27/2014	Certified Technician
169	Jason	Kerkman	Lincoln	Lancaster	9/18/2014	Certified Technician
170	Sarah	Kessler	Elkhorn	Douglas	6/13/2013	Certified Technician
171	Amber	King	Kearney	Buffalo	5/18/2014	Certified Technician
172	Kaitlann	King	Omaha	Douglas	10/8/2014	Certified Technician
173	Tracy	King	Omaha	Douglas	8/19/2014	Certified Instructor
174	Nicole	Knoll	Sidney	Cheyenne	5/8/2014	Certified Technician
175	Danielle	Knudson	Omaha	Douglas	8/26/2014	Certified Instructor
176	Jennifer	Koehlmoos	O'Neill	Holt	5/10/2015	Certified Technician
177	Teresa	Kohle	Stuart	Holt	6/1/2015	Certified Technician
178	Michelle	Kosmacek	Omaha	Douglas	6/13/2013	Certified Technician
179	Sarah	Kroos	Kenesaw	Adams	7/1/2013	Certified Technician
180	Jayme	Krueger	Bellevue	Sarpy	10/22/2013	Certified Technician
181	Bobbi	Kuhlman	Scottsbluff	Scotts Bluff	4/9/2015	Certified Technician
182	Kate	Kunz	O'Neill	Holt	10/1/2013	Certified Instructor
183	Denise	Kurpgeweit	Neligh	Antelope	4/28/2015	Certified Technician
184	Ananda	Kyle	Juniata	Adams	8/1/2013	Certified Technician

185	Larry	Lampman	Bellevue	Sarpy	9/29/2013	Certified Technician
186	Heidi	Larson	Scottsbluff	Scotts Bluff	4/29/2014	Certified Technician
187	Jody	Latta	Stratton	Hitchcock	10/11/2014	Certified Technician
188	Zac	Lauenstein	Beatrice	Gage	9/18/2014	Certified Technician
189	Paul	Leibhart	Cozad	Dawson	10/8/2014	Certified Technician
190	Brittany	Leif	Lincoln	Lancaster	10/16/2013	Certified Technician
191	Ed	Lemburg	O'Neill	Holt	8/23/2014	Certified Technician
192	Nancy	Lemke	Hastings	Adams	6/1/2015	Certified Technician
193	Jenny	Leonhardt	Lincoln	Lancaster	10/8/2014	Certified Technician
194	Nicole	Levander	Albion	Boone	9/21/2014	Certified Technician
195	Stephanie	Lewis	Gretna	Sarpy	5/3/2014	Certified Technician
196	Jackie	Liess	Kearney	Buffalo	8/1/2013	Certified Technician
197	Heather	Linden	Genoa	Nance	6/13/2013	Certified Technician
198	Becky	Loewe	Lincoln	Lancaster	10/22/2013	Certified Technician
199	Margaret	Luebcke	Lincoln	Lancaster	10/16/2013	Certified Technician
200	Traci	Luethke	Pender	Thurston	5/8/2014	Certified Technician
201	Kristin	Luethke	Lincoln	Lancaster	6/1/2015	Certified Technician
202	Denise	Lynes	LaVista	Douglas	9/16/2014	Certified Technician
203	Amy	Marshall	Hastings	Adams	6/1/2015	Certified Technician
204	Carol	Martin	Eagle	Cass	9/18/2014	Certified Technician
205	Brandee	Marx	Omaha	Douglas	10/31/2013	Certified Technician
206	Carrie	Maryott	Lyons	Burt	5/3/2014	Certified Technician
207	Scott	Mascher	Bayard	Morrill	4/9/2015	Certified Technician
208	Marilyn	McDaniel	Imperial	Chase	6/13/2015	Certified Technician
209	Angelynn	McGee	Omaha	Douglas	8/26/2013	Certified Technician
210	Jason	McGee	Omaha	Douglas	6/13/2013	Certified Technician
211	Brenda	McGuire	McCook	Red Willow	10/24/2013	Certified Technician
212	Kerry	Mcmanigal	Lincoln	Lancaster	10/16/2013	Certified Technician
213	Nelva	McNeff	Palmer	Merrick	10/1/2013	Certified Technician
214	Tiffany	Melroy	Minden	Kearney	8/24/2014	Certified Technician
215	Guillermo	Mendez	Gretna	Sarpy	10/22/2013	Certified Technician
216	Ellen	Mettenbrink	Lincoln	Lancaster	6/1/2015	Certified Technician
217	Ryan	Meyer	Omaha	Douglas	9/18/2014	Certified Technician
218	Andrea	Miller	Sidney	Cheyenne	5/8/2014	Certified Technician
219	Kristi	Mitchell	Omaha	Douglas	4/28/2015	Certified Technician
220	Stacey	Mitchell	Neligh	Antelope	8/26/2014	Certified Technician
221	Justin	Moore	Axtell	Kearney	7/31/2014	Certified Technician
222	Miranda	Mosel	Fremont	Dodge	6/13/2015	Certified Technician
223	Heather	Muller	Lincoln	Lancaster	8/26/2014	Certified Technician
224	Stacey	Muller	Papillion	Sarpy	8/15/2014	Certified Technician
225	Dawn	Murphy	Niobrara	Knox	8/16/2015	Certified Technician
226	Kelly	Myers	Lincoln	Lancaster	9/18/2014	Certified Technician
227	Kathleen	Naden	Hastings	Adams	7/1/2015	Certified Technician
228	Rachel	Naiman	Hebron	Thayer	9/18/2014	Certified Technician
229	Amy	Nelson	Bellevue	Sarpy	11/18/2014	Certified Technician
230	Jaala	Nelson	Seward	Seward	11/29/2014	Certified Technician
231	Jennifer	Nelson	Omaha	Douglas	8/26/2013	Certified Technician
232	Kelly	Nelson	Omaha	Douglas	8/26/2014	Certified Technician
233	Jim	Nichols	Omaha	Douglas	6/13/2013	Certified Technician
234	Amanda	Nielsen	Minden	Kearney	3/14/2014	Certified Technician
235	Mark	Ninete	Fremont	Dodge	6/25/2013	Certified Technician
236	Jessica	Niski	Omaha	Douglas	8/26/2014	Certified Technician
237	Tiffany	Nordmeyer	Bennington	Douglas	5/3/2014	Certified Technician
238	Carolyn	O'Brien	North Platte	Lincoln	6/1/2015	Certified Technician
239	Mark	Odell	Red Cloud	Webster	10/24/2013	Certified Technician
240	Tara	ODell	Valentine	Cherry	10/16/2013	Certified Technician
241	Becky	Odvody	Omaha	Douglas	6/13/2015	Certified Technician
242	Kilee	Oetjen	Walton	Lancaster	9/21/2014	Certified Technician
243	Peg	Ogea-Ginsburg	Lincoln	Lancaster	5/1/2015	Certified Instructor
244	Sheryl	Ohrt	Kearney	Buffalo	6/1/2015	Certified Instructor
245	Tiffany	Olson	Concord	Dixon	6/17/2013	Certified Technician
246	Laura	Osborne	Auburn	Nemaha	5/1/2015	Certified Instructor
247	Sheri	Ostermeier	Lincoln	Lancaster	10/8/2014	Certified Technician
248	Kate	Ott	La Vista	Douglas	8/26/2013	Certified Technician
249	Nathan	Parrish	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
250	Susan	Pawloski	Papillion	Sarpy	11/18/2014	Certified Technician
251	Lisa	Payer	Winnebago	Thurston	8/26/2013	Certified Technician
252	Robyn	Pearson	Gothenburg	Dawson	6/24/2014	Certified Technician

253	Jennifer	Penick	La Vista	Douglas	5/19/2014	Certified Technician
254	Jorge	Perez	Hastings	Adams	2/27/2015	Certified Technician
255	Joy	Perina	Omaha	Douglas	11/18/2014	Certified Technician
256	Courtney	Petersen	Norfolk	Madison	10/8/2014	Certified Technician
257	Jessica	Peterson	Beatrice	Gage	6/24/2014	Certified Technician
258	Paula	Peterson	Pender	Thurston	6/13/2015	Certified Technician
259	Allison	Pettit	Lodgepole	Cheyenne	4/27/2015	Certified Technician
260	Matt	Phillips	Columbus	Platte	4/27/2014	Certified Technician
261	Tim	Pickering	Lincoln	Lancaster	9/1/2013	Certified Instructor
262	Roy	Pinnt	Norfolk	Madison	6/17/2013	Certified Technician
263	Erin	Ponec	Papillion	Sarpy	6/16/2015	Certified Technician
264	Ivanna	Purdy	Valentine	Cherry	11/8/2013	Certified Technician
265	Melisa	Raastad	Roca	Lancaster	8/5/2013	Certified Technician
266	April	Reed	Columbus	Platte	8/5/2013	Certified Technician
267	Lori	Reed	Omaha	Douglas	6/24/2014	Certified Technician
268	Lisa	Reichter	Omaha	Douglas	5/10/2015	Certified Technician
269	Michelle	Reily	Omaha	Douglas	9/23/2013	Certified Instructor
270	Kristin	Rhoades	Blair	Washington	6/13/2013	Certified Technician
271	Amie	Richardson	Lincoln	Lancaster	6/13/2013	Certified Technician
272	Rebecca	Ricks	Omaha	Douglas	5/19/2014	Certified Technician
273	Janet	Riley	Indianola	Red Willow	6/24/2014	Certified Technician
274	Mariana	Rodriguez	Lexingotn	Dawson	5/8/2014	Certified Technician
275	Brandi	Rogers	Hastings	Adams	6/22/2013	Certified Technician
276	Chase	Rohrer	Omaha	Douglas	4/28/2015	Certified Technician
277	Jolene	Rosenkrans	O'Neill	Holt	8/5/2013	Certified Technician
278	Helen	Rosso	North Platte	Lincoln	10/1/2014	Certified Technician
279	William	Rowell	Nebraska City	Otoe	9/26/2014	Certified Technician
280	Melissa	Rupp	Gering	Scotts Bluff	5/18/2014	Certified Technician
281	Scott	Rutten	Stanton	Stanton	11/1/2013	Certified Technician
282	Suzanne	Rutten	Stanton	Stanton	10/1/2013	Certified Instructor
283	Geneva	Ruzicka	Grand Island	Hall	6/26/2013	Certified Technician
284	April	Sando	Omaha	Douglas	5/3/2014	Certified Technician
285	Amy	Sanford	Lincoln	Lancaster	9/18/2014	Certified Technician
286	Jon	Sanko	Holdrege	Phelps	12/8/2013	Certified Technician
287	Abby	Saunders	Omaha	Douglas	6/11/2014	Certified Technician
288	Lisa	Schawang	Falls City	Richardson	6/24/2014	Certified Technician
289	Samantha	Schirmer	Kenesaw	Adams	8/9/2013	Certified Technician
290	Jill	Schmidt	Geneva	Fillmore	8/1/2013	Certified Technician
291	Heather	Schoenholz	Imperial	Chase	6/13/2015	Certified Technician
292	Cecelia	Schrunk	Atkinson	Holt	8/23/2014	Certified Technician
293	Bethany	Sedivy	Pender	Thurston	9/18/2014	Certified Technician
294	Monica	Sedlacek	Blue springs	Gage	8/8/2013	Certified Technician
295	Alyssa	Sells	Bellevue	Sarpy	6/13/2013	Certified Technician
296	Amanda	Shannon	Lincoln	Lancaster	6/24/2014	Certified Technician
297	Rick	Shedeed	Chadron	Dawes	5/18/2014	Certified Technician
298	Jamie	Shifflet	Cambridge	Furnas	6/24/2014	Certified Technician
299	Daniel	Smith	Blair	Washington	9/3/2013	Certified Technician
300	Jaclyn	Smith	Omaha	Douglas	5/1/2015	Certified Technician
301	Janelle	Smith	Lincoln	Lancaster	10/16/2013	Certified Technician
302	Jill	Snyder	Lincoln	Lancaster	9/16/2014	Certified Technician
303	Chad	Sprunk	Fairbury	Jefferson	2/27/2015	Certified Technician
304	Jenn	Stadler	Columbus	Platte	5/3/2014	Certified Technician
305	Jennifer	Steventon	Papillion	Sarpy	8/26/2013	Certified Technician
306	Lisa	Streit	Superior	Nuckolls	7/1/2013	Certified Technician
307	Denise	Stromberg	Lincoln	Lancaster	9/23/2013	Certified Technician
308	Melinda	Sturgill	Grand Island	Hall	6/1/2015	Certified Technician
309	Margaret	Svitak	Norfolk	Madison	6/1/2015	Certified Technician
310	Jill	Svoboda	Norfolk	Madison	4/28/2015	Certified Technician
311	Randy	Teboe	Niobrara	Knox	4/28/2015	Certified Technician
312	Neal	Thomas	Plattsmouth	Cass	5/30/2015	Certified Technician
313	Charlene	Thome	Omaha	Douglas	11/1/2013	Certified Technician
314	Dixie	Thompson	Chadron	Dawes	4/27/2015	Certified Technician
315	Timothy	Tichy	Omaha	Douglas	5/10/2015	Certified Instructor
316	Jamie	Tilson	Holdrege	Phelps	2/27/2015	Certified Technician
317	Stephanie	Tinsman	Hastings	Adams	10/8/2014	Certified Technician
318	Sofia	Toben	Fremont	Dodge	8/26/2014	Certified Technician
319	Ladonna	Tool	Lincoln	Lancaster	6/1/2015	Certified Instructor
320	Karen	Triplett	Kearney	Buffalo	10/1/2013	Certified Technician

321	Ruby	Tupper	Grand Island	Hall	10/8/2014	Certified Technician
322	Anna	Turman	Chadron	Dawes	11/1/2013	Certified Technician
323	Monica	Ulses	Papillion	Sarpy	8/26/2013	Certified Technician
324	Brandy	Urbanec	Lincoln	Lancaster	6/24/2014	Certified Technician
325	Hector	Uribe	Omaha	Douglas	6/13/2013	Certified Technician
326	Brenda	Urrutia	Omaha	Douglas	4/27/2014	Certified Technician
327	Mark	Van Horn	Chadron	Dawes	4/1/2015	Certified Instructor
328	Natalie	Vance	Boys Town	Douglas	8/15/2014	Certified Technician
329	Sharon	Vandegrift	Fairbury	Jefferson	8/1/2013	Certified Technician
330	Charlotte	Vaughan	Chadron	Dawes	5/18/2014	Certified Technician
331	Sylvia	Vega	Omaha	Douglas	8/26/2013	Certified Technician
332	Martha	Vinge-Sheridan	Sutton	Clay	8/1/2015	Certified Technician
333	Amanda	Voborny	Ogallala	Keith	5/8/2014	Certified Technician
334	Trisha	Voichahoske	Genoa	Nance	6/13/2013	Certified Technician
335	Linda	Waldron	Hastings	Adams	8/1/2013	Certified Technician
336	Jamie	Wallace	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
337	Penny	Warren	Omaha	Douglas	9/21/2014	Certified Technician
338	Nevia	Washington	Omaha	Douglas	6/24/2014	Certified Technician
339	Verlene	Watson	Superior	Nuckolls	6/1/2015	Certified Technician
340	Lori	Watts	Doniphan	Hall	10/23/2014	Certified Technician
341	Erin	Webb	Lincoln	Lancaster	6/13/2013	Certified Technician
342	Leigh	Webber	Superior	Nuckolls	5/1/2015	Certified Technician
343	Lynisha	Weeda	Sidney	Cheyenne	2/18/2014	Certified Technician
344	Michelle	Weimer	Scottsbluff	Scotts Bluff	9/11/2013	Certified Technician
345	Rachel	Werner	Syracuse	Otoe	10/16/2013	Certified Technician
346	Heather	Werthmann	Omaha	Douglas	9/21/2013	Certified Technician
347	Stephen	Wescher	Scottsbluff	Scotts Bluff	5/4/2014	Certified Technician
348	Carrie	West	Norfolk	Madison	9/1/2013	Certified Technician
349	Dan	White	Auburn	Nemaha	1/13/2014	Certified Technician
350	Nichol	White	Lincoln	Lancaster	9/18/2014	Certified Technician
351	Mandi	Wiarda	Omaha	Douglas	8/26/2014	Certified Technician
352	Jerilyn	Wickersham	Nebraska City	Otoe	10/8/2014	Certified Technician
353	Jessica	Wiese	Omaha	Douglas	8/26/2014	Certified Technician
354	Michelle	Wiggins	Lincoln	Lancaster	9/21/2014	Certified Technician
355	Kim	Wilken	Omaha	Douglas	10/22/2013	Certified Technician
356	Marilyn	Wilson	McCook	Red Willow	6/17/2015	Certified Technician
357	Jay	Wingler	Omaha	Douglas	8/26/2014	Certified Technician
358	Amy	Winkelbauer	Norfolk	Madison	9/7/2013	Certified Technician
359	Jamie	Wright	Norfolk	Madison	4/28/2015	Certified Technician
360	Valerie	Wright	Norfolk	Madison	4/28/2015	Certified Technician
361	Kimberly	Yungdahl	Osceola	Polk	8/23/2014	Certified Technician
362	Lindsay	Zechmann	Kearney	Buffalo	8/26/2014	Certified Technician
363	Mona	Zuffante	Winnebago	Thurston	10/19/2013	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

### FY 2014 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 FY2014.

- 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 19, 2014 – June 1, 2014, with special emphasis in the 23 priority counties (represents 81.5% of the state’s population) among all 93 counties. Grant funding requires that 50% of the hours of nighttime enforcement
- 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.



### **FY2014 Nebraska High Risk Population Countermeasure Program**

In Nebraska between 2006 and 2010 the states observed belt use rate ranged from a low in 2007 of 79% to a high of 85% in 2009. During this period there were 565 unbelted vehicle occupant fatalities. This accounts for 49% of all traffic deaths during the five year period.

- 82% (465 of 565) of the unbelted vehicle occupant fatalities occurred in rural areas
- 50% (285 of 565) of the unbelted vehicle occupant fatalities occurred on local roadways
- 64% (361 of 565) of the unbelted vehicle occupant fatalities were male
- 33% (186 of 565) of the unbelted vehicle occupant fatalities were males between the ages of 16 and 43
- 39% (223 of 565) of the unbelted vehicle occupant fatalities occurred between the hours of 9:00 pm and 6:00 am
- 52% (295 of 565) of the unbelted vehicle occupant fatalities were recorded on Friday through Sunday
- 61% (347 of 565) 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 40% 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 electronic, print, outdoor, theater and social media marketing concentrates on reaching this 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 23 counties with the most fatal and injury crashes for FY2014. 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.

### **FY2014 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 a very 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 more than enough 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 2012 State of Nebraska observed child passenger safety seat use rate at 95.9% and 96.8% 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 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 established 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 of 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 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. It is supported by 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 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 annually 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% 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 +/- 3.5%, it would appear that the actual use rate may be about 82%.

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.

**NHTSA Region VII Special Management Review – Seat Belt Program** was conducted at the Nebraska Office of Highway Safety Office on June 4 - 8, 2007. Below is the cover sheet from the Special Management Review.

**NHTSA REGION VII  
SPECIAL MANAGEMENT REVIEW**

**SEAT BELT PROGRAM**

**Nebraska Office of Highway Safety  
Department of Motor Vehicles**

**June 4-8, 2007**

**Seat Belt Assessment will be scheduled for the Nebraska Office of Highway Safety in the early part of FY2014.**

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

### 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 use 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



Dave Heineman  
Governor

## STATE OF NEBRASKA

DEPARTMENT OF ROADS  
Randall D. Peters, P.E., Director - State Employee

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PO Box 94642 • Lincoln NE 68509-4642  
Phone (402)471-2535 • FAX (402)471-3365  
<http://odot.state.nh.us/highway/safety/>

### 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).

Signature of Agency Representative

9/20/13

Date

Joseph M. Acierno, M.D., J.D.

Printed Name

Chief Medical Officer and Director, Division of Public Health

Title Department of Health and Human Services

*An Equal Opportunity/Affirmative Action Employer*





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

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





Dave Heineman  
Governor

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MAR 08 2013  
NE Office of Highway Safety

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) 471-3965  
http://nebraska.gov/trchsf

## State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support

### Nebraska State Patrol

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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 3/6/13 David A. Sankey  
Signature of Agency Representative      Date      Printed Name

Superintendent of Law Enforcement & Public Safety  
Title





Dave Heineman  
Governor

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MAR 13 2013

NE Office of Highway Safety

STATE OF NEBRASKA

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

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PO Box 94612 • Lincoln NE 68509-4612  
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<http://transportation.nebraska.gov/roads/>

## State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support

### Department of Roads

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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*Randall D. Peters*      3/11/13      Randall D. Peters  
Signature of Agency Representative      Date      Printed Name

Director - State Engineer  
Title







Dave Heineman  
Governor

STATE OF NEBRASKA

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

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PO Box 94612 • Lincoln NE 68509-4612  
Phone (402) 471-2515 • FAX (402) 471-3565  
http://statehi.safety.nebraska.gov/ohsf/

## 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  
Signature of Agency Representative      Date

Rhonda K. Lahm  
Printed Name

Director, Dept of Motor Vehicles  
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 93612 • Lincoln NE 68509-3612  
Phone 402/471-2515 • FAX 402/471-3066  
<http://www.ohs.state.ne.us/ohs/>

## 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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Michael E. Behm      3/6/2013      Michael E. Behm  
Signature of Agency Representative      Date      Printed Name

EXECUTIVE DIRECTOR  
Title



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MAR 07 2013



Dave Heineman  
Governor

NE Office of Highway Safety 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)471-3965  
<http://pedition.nebraska.gov/ohs/>

## 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.

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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).

	<u>March 6, 2013</u>	<u>Tami Walker</u>
Signature of Agency Representative	Date	Printed Name

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  
http://roadsafety.nebraska.gov/ohsa/

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.

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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).

Ming Qu 03/08/2013 ming Qu

Signature of Agency Representative

Date

Printed Name

Unit Administrator

Title

An Equal Opportunity/Affirmative Action Employer





Dave Heineman  
Governor

STATE OF NEBRASKA

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

NEBRASKA OFFICE OF HIGHWAY SAFETY  
PO Box 91612 • Lincoln NE 68509-1612  
Phone (402)471-2515 • FAX (402)471-3865  
transportation.nebraska.gov/nobhs/

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).

*Terry T. Wagner*

March 6, 2013

Terry T. Wagner

Signature of Agency Representative

Date

Printed Name

Lancaster County Sheriff

Title





Dave Heineman  
Governor

STATE OF NEBRASKA

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

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Phone: (402) 471-2515 • FAX: (402) 471-3272  
http://statehighwaysafety.com/91612

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.

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T. R. Schoderer      8 MAR 13      Todd R. Schoderer  
Signature of Agency Representative      Date      Printed Name

Chief of Police - City of Omaha  
Title



## Nebraska Traffic Records Coordination Committee Members

			June 2013
	<b>Name</b>	<b>Agency (16 Agencies Represented)</b>	<b>Function</b>
1	Caha, Deb	Nebraska Crime Commission	Citation/Adjudication
2	Cannon, Sherri	National Highway Traffic Safety Administration	
3	Cole, Dean	Department of Health and Human Services	EMS/Injury Surveillance
4	Connolly, Sheryl	Administrative Office of the Courts	Citation/Adjudication
5	Corner, Bob	Nebraska Office of Highway Safety	
6	Donscheski, Doug	Nebraska State Patrol - Motor Carrier Enforcement	Crash/Vehicle/Driver
7	Dostal, Shane	Lincoln Public Works	Roadway
8	Frederick, Steve	Lancaster County Health Department	
9	Fuller, Doug	Department of Health and Human Services	EMS/Injury Surveillance
10	Garai, Matthew	Department of Health and Human Services	EMS/Injury Surveillance
11	Gonzales, Capt. Greg	Omaha Police Department	Crash/Vehicle/Driver
12	Grant, Bob	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
13	Han, Guangming	Department of Health and Human Services	EMS/Injury Surveillance
14	Johnson, Betty	Nebraska Department of Motor Vehicles	Citation/Adjudication
15	Kearns, Linda	Nebraska Office of Highway Safety	
16	Khattak, Aemal	University of Nebraska - Lincoln	Roadway
17	Klein, Doug	Omaha Prosecutor	Citation/Adjudication
18	Newman, Ian	University of Nebraska - Lincoln	
19	Newmyer, Ashley	Department of Health and Human Services	EMS/Injury Surveillance
20	Nichols, Dan	Nebraska Department of Roads	Roadway
21	O'Rourke, Sara	Nebraska Department of Motor Vehicles	Driver
22	Overton, Michael	Nebraska Crime Commission	Citation/Adjudication
23	Owings, Sean	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
24	Perry, John	Federal Highway Administration	
25	Podany, Diane	Federal Highway Administration	
26	Qu, Ming	Department of Health and Human Services	EMS/Injury Surveillance
27	Reyes, Lt. Ed	Omaha Police Department	Crash/Vehicle/Driver
28	Rowoldt, Steve	Nebraska Supreme Court - Probation	Citation/Adjudication
29	Rutledge, Sue	Nebraska Supreme Court - Court Services	Citation/Adjudication
30	Safranek, Tom	Department of Health and Human Services	EMS/Injury Surveillance
31	Shell, Duane	University of Nebraska - Lincoln	
32	Sherdon, Noelie	Nebraska Department of Motor Vehicles	Citation/Adjudication
33	Siebenneicher, Wesley	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
34	Singh, Virendra	Lincoln Public Works	Roadway
35	Staley, Rick	Nebraska Department of Administrative Services	IT Developer - Driver
36	Stanczyk, Russ	Nebraska State Patrol	Citation/Adjudication
37	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	Driver
38	Waddle, Dan	Nebraska Department of Roads	Crash/Vehicle/Driver/Roadway
39	Zhang, Lei	Department of Health and Human Services	EMS/Injury Surveillance
40	Zwonechek, Fred	Nebraska Office of Highway Safety	

## Nebraska Traffic Records Coordination Committee Meeting Schedule

July 26, 2012  
 November 20, 2012 – Strategic Planning Meeting  
 April 25, 2013  
 July 25, 2013  
 October 24, 2013  
 January 23, 2014  
 April 24, 2014

## AGENDA

### TRAFFIC RECORDS COORDINATING COMMITTEE

July 26, 2012  
10:00 – 11:30 AM

State Office Building – Conference Room LL-D

#### Welcome and Introductions:

Bob Corner  
Nebraska Office of Highway Safety

#### Sign – In Sheet

#### Topics for Discussion:

Bob Corner: 408 Information – Federal and state level

Sherri Cannon - NHTSA Region VII representative: Federal 408 information

#### 408-12 Traffic Record Project Reports:

Please bring a written report (approximately 20 copies) and prepare to give a brief oral report of your 2012 408 grant activity for the third quarter (April – June) for the meeting.

1. 408-12-1 E-Citation Automation (Crime Commission)
2. 408-12-3 E-Crash Reports (DOR)
3. 408-12-11 EMS Data Quality Assessment (DHHS)
4. 408-12-12 Lancaster County Traffic Court Fines & Costs (NE Supreme Court)
5. 408-12-13 Douglas County Traffic Court Fines & Costs (NE Supreme Court)
6. 408-12-14 Nebraska CODES (DHHS)
7. 408-12-15 E-CODES (DHHS)
8. 408-12-16 NE Highway Safety Data Inventory (DHHS)

Input from all TRCC members regarding the Major Recommendations & Quality Control Measurements from the Traffic Records Assessment final report. You should all have a printed copy of the final report.

Strategies" for developing a long range [Nebraska Strategic Traffic Records Plan](#) will be discussed.

Any other related questions or information requests.

Next meeting date – [October 25, 2012 – Room # still to be determined](#)



NEBRASKA OFFICE OF HIGHWAY SAFETY  
Nebraska Traffic Records Coordinating Committee  
July 26, 2012  
[www.transportation.nebraska.gov/nohs](http://www.transportation.nebraska.gov/nohs)

**WELCOME AND INTRODUCTIONS**

Bob Corner began the committee meeting with a welcome and introductions.

Sherri Cannon, NHTSA Region 7 representative, mentioned that members need to take traffic records concerns to the committee and to adopt the findings in the Traffic Records Assessment.

**INTRODUCTIONS**

Bob Corner, Nebraska Office of Highway Safety  
Sherri Cannon, NHTSA Region 7  
Matt Garai, Nebraska Department of Health and Human Service  
Bob Grant, Nebraska Department of Roads  
Guangming Han, Nebraska Department of Health and Human Services  
Aemal Khattak, University of Nebraska  
Qiao Ma, Nebraska Department of Health and Human Services  
Ashley Newmyer, Nebraska Department of Health and Human Services  
John Perry, Federal Highway Administration  
Jarrod Rappaport, Nebraska Supreme Court (for Sheryl Connally)  
Russ Stanczyk, Nebraska State Patrol  
Ying Zhang, Nebraska Department of Health and Human Services

**Topics for Discussion:**

**Section 408 Information – Federal and State Level:**

- NOHS has been notified by NHTSA that the State has again met the requirements such that it will receive 408 Traffic Records Improvement funding for FY13.

**Handout:**

The following handout was provided to each TRCC member:

- A copy of the final report of the Nebraska Traffic Records Assessment was handed-out to each individual in attendance at the TRCC meeting.

**Discussion:**

- Bob Corner led a discussion on the "Major Recommendations" from the copy of the Traffic Records Assessment. Individual TRCC members offered comments of the recommendation for each of their areas.
- The assessment "Quality Control (QC) Measurements" was also briefly discussed. Bob indicated that QC measurements will be required in all the 2013 408 grants.
- Prior to the end of November, NOHS will schedule a date and time for TRCC members and for anyone involved with traffic records to attend a one day Traffic Records Strategic Planning process meeting. From this meeting a Traffic Records Strategic Plan will be written for the State of Nebraska.

**408-12 Project Reports:**

Each Project Manager reported on their 2012 second quarter grant activity. Each provided a written copy of their report.

**408-12-1 E-Citation Automation (Nebraska Crime Commission)**

No one from the Nebraska Crime Commission was in attendance.  
(See attached Enhanced Mobile Reporting & Electronic Citations Progress Report)

**408-12-3 E-Crash Reports (NDOR)**

Bob Grant reported on the status of the E-Crash project.  
(See attached E-Crash Reports Progress Report)

**408-12-11 EMS Data Quality Assessment (DHHS)**

Qiao Ma reported on the data quality assessment project.  
(See attached EMS Data Quality Assessment Project Progress Report)

**408-12-12 Lancaster County Traffic Court & Costs (NE Supreme Court)**

**408-12-13 Douglas County Traffic Court & Costs (NE Supreme Court)**  
Jarrod Rappaport reported for Sheryl Connolly on the Lancaster & Douglas County Court projects as Sheryl was unable to attend the TRCC meeting.  
(See the attached Project Progress Reports for both the Lancaster County & Douglas County Courts)

**408-12-14 Nebraska CODES (DHHS)**

Ying Zhang reported on the Nebraska CODES project.  
(See attached Nebraska CODES Progress Report)

**408-12-15 E-CODES Data Quality Assessment (DHHS)**

Matt Garai reported on the E-CODE project.  
(See attached report E-CODE Data Quality Assessment Progress Summary)

**408-12-16 Nebraska Highway Safety Data Inventory (DHHS)**

Ying Zhang reported on the Highway Safety Data Inventory project.  
(See attached report Highway Safety Data Inventory Progress Summary)

**Future TRCC Meeting Date:**

October 25, 2012      Nebraska State Office Building      Conference Room to be determined      10:00 – 11:30

## **E-Citation Automation Quarterly Report**

### **Crime Commission**

Work this quarter included working with Sleuth to issue contracts for agencies implementing eCitations as well as enhancements. The Crime Commission completed contracts for Nebraska to do online hosting of Sleuth for smaller law enforcement agencies and to do enhancements to MFR to extract citation data for submission to NCJIS. This also includes ALR reporting.

The Crime Commission has been working so that it can do the appropriate user licensing with the OCIO for the hosted Sleuth solution. Additional agencies have expressed interest and we are looking at total licenses.

The Crime Commission has worked with several agencies to establish quotes and contracts to implement an interface between jail livescans and photo systems to reduce duplication of effort by booking staff. This reinforces the effort to improve the process and photo capture of DUIs and others being jailed. We will also contract to implement this interface in JAMIN which has 10 sites with livescans. The new version of JAMIN has been tested and has conformed to the required Jail Standards reporting. With the new working version of JAMIN, we are scheduling upgrades.

Work continues with the Nebraska State Patrol on training county attorney offices to receive citation images electronically (as PDF) images on NCJIS. The NSP will now no longer have to email citations to the county attorneys.

The NSP has completed its rollout of TraCS to all NSP troopers. Buffalo County Sheriff's Office and the Kearney Police Department are the first two law enforcement agencies outside the NSP to deploy it. Several other agencies have shown interest in TraCS and the Crime Commission has scheduled demos in June and July.

## E-Crash Reports July 2012 update

### STRATEGIES

1. **Final Phase of the Technical Design Rewrite**  
There are 3 contractors from OnBase. One is working in house, two from the OCIO's office. The project is proceeding, but at a reduced rate. OnBase went live on May 18, 2012. Learning and final bug fixes are being worked on. It should take about 4 weeks to smooth over all remaining issues. Most of the outstanding "Bugs" have been fixed; moving into the "Enhancement" stage of the project.
2. **Start the EAF rewrite**  
Rewrite is proceeding. Currently working on iteration 48. Each iteration takes roughly 3 weeks. A new Project Manager was hired to replace the old one who moved on to another job. The new project manager moved the iteration duration from 2 weeks to the now 3 week plan.
3. **Test and debug the new EAF system**  
Testing and debugging the new EAF 2.0 system has started. Error reports are being addressed as they come in. Testing has been put on the fast track with testers working in house along with people in the field. Error reports are coming in and been addressed as they arrive.
4. **Roll out the new EAF system to a test group**  
The third test version has been rolled out to the demo site. ([www2.dor.state.ne.us/EAFAQ](http://www2.dor.state.ne.us/EAFAQ) username and password both = investigator) The tester feedback is encouraging
5. **Test and debug the new EAF system within the test group**  
Testing and debug is proceeding as issues come in.
6. **Deploy the new EAF system statewide**  
No system to deploy at this time; estimated release date has moved back from the August 1 date to a "Yet to be determined" date later this year. This new change is due in part of the moving of data from the EAF 2.0 system into the HSI system.
7. **Debug and fix any final problems discovered from the EAF statewide roll out**  
No system at this time
8. **Modify the data migration process to automate the electronic indexing process**  
The automatic electronic indexing has been put on hold until the EAF 2.0 system is in production. The EAF 1.0 and the new OnBase system were not designed to work together. Knowing the incompatibility issues upfront, it was decided to direct resources into the new systems and not focus on fixing an old system that will be scraped in a few months.

# EMS Data Quality Assessment Project Progress Report

July 2012

## Data Quality Assessment

- As of now, 2011 EMS data from three databases (eNarsis, Lincoln Fire & Rescue service and Omaha Fire and Rescue service) is complete. The Narsis data is no longer available in Access file starting from year 2010.
- The EMS data analyst conducted elements check for 2011 EMS data and was getting ready for data analysis of summary report.
- The EMS data analyst worked on drafting a new template of the summary report for year 2011 data.

## Other

- Attended a meeting at BryanLGH hospital for planning Trauma System Region 2 Pre-hospital Data Quality project.
- Received a request from Florida Department of Health, asking for lessons learned from EMS related data linkage projects.
- Replied to a data request from Tim Hoffman who is working on a project for CHI Nebraska. He asked for the information about number of transfers between hospitals within eNARSIS Hospital Bridge.
- Worked on EMS data quality report for Nemaha County hospital. They asked for the information related to trauma transfers from January 1, 2012 to most recent.
- Received a data request from Wendy Keeler, asking for the leading trauma and medical reasons why EMS is called and average response time for the whole state level in 2011.
- Ready to prepare for a unique data system for EMS by linking data from all three databases.

**Nebraska Traffic Records Coordinating Committee  
June 26, 2012 Meeting  
Douglas County and Greater Nebraska Moving Traffic Court Fines and Collection Projects  
Projects # 408-08-12 and 408-08-13**

The collection processes developed under these grants continue to serve their counties well, and serve as models for the rest of the state. As grant funding comes to a close, the Administrative Office of the Court is preparing to make the positions developed under these grants permanent full time positions.

The time pay agreements which were developed as part of this grant have been updated to include information for e-mail address and phone number for texting. The option of e-mailing or texting the reminder of payment due or past due, has proven to be more cost effective for the courts than the post card originally used under this grant, and these messages are effectively bringing in payments. Courts statewide are adopting this new function, and Sheryl Connolly and JUSTICE Business Analysts Sherri Dennis and Ann Alden are currently visiting courts in the 12<sup>th</sup> Judicial District to share information on and encourage courts to adopt this and other practices which make use of technology to meet the changing needs of the courts.

The collection program developed in the 11<sup>th</sup> judicial district is working well, as 2 court employees share the collection responsibilities of the entire district. It is hoped that this model for centralizing collection services will be successful and will be duplicated in other areas of the state.

## Nebraska CODES Progress Report – July 2012

### 1. Meetings

The CODES Advisory Committee Meeting was held on April 20, 2012. On this meeting, we reported to the committee the progress on CODES data linkage, E-code data quality improvement, and highway safety data inventory projects.

CODES staff attended the Council of State and Territorial Epidemiologists (CSTE) Annual Meeting held in Omaha on June 4-7, 2012. Ying gave two presentations on this meeting. One of the presentations was on distracted driving; the other was on racial disparity on non-fatal motor vehicle crash injuries.

We maintained the bi-weekly CODES team meeting, to review work progress and make short-term and long-term plans.

### 2. Data Linkage and requests

We received 2011 crash data on July 20, 2012. Guangming is working on data cleaning and standardization.

We responded to data requests from NHTSA, NTSB, injury prevention program, and other stakeholders. The datasets for NHTSA's General Use Model (GUM) and NTSB's single unit truck study have been updated to 2009.

### 3. Research Projects

All the summary tables for 2009 and 2010 CODES management reports have been updated.

We submitted a journal article "Disparity Surveillance for Non-fatal Motor Vehicle Crash Injuries" to *Accident Analysis & prevention*.

We are working on two state application studies. One study compares characteristics of teen drivers and older drivers involved crashes, injuries, and fatalities. The second study compares characteristics of nighttime and daytime crashes.

### 4. Other

We are continuing working with Dr. Safranek and the Injury Community Planning Group to gather information for primary seat belt law. We have collected national statistics on seatbelt use rates before and after primary seat belt law passed in those states where primary law is enforced as of the year 2010.

We helped the injury surveillance program to update the state injury indicator report. We also started to work with Trauma Registry on cross validation of trauma data and E-code data.

## **E-code Data Quality Assessment Project Update**

**July 2012**

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 taking efforts to assess the quality of E-code data.

### **Conducting quality assessment for 2011 and 2012 E-code data**

- The 2011 monthly E-Code data was received for November - December, which was compressed into quarterly data sets and de-duplicated.
- The 2012 monthly E-Code data was received for January – May and prepared for quality assessment.
- Descriptive statistical analyses were run for 4<sup>th</sup> Quarter of 2011 E-code data, such as the frequencies by local health department, hospital, and state and analyzed for valid, invalid, and missing values.
- New SAS program developed with the goals of making the reports as automatic as possible and making it shorter, clearer, and more concise. Program will output directly to Excel.
- 2 new Excel templates made for E-code monthly reports and annual reports consisting of a flow chart, rank of hospital, and monthly time trend graph for both Inpatient and ER records, showing relationship of N-code to E-code for each.
- Analysis was conducted on the distribution of E-code compliance over different ranges of N-codes.

### **Meetings and other**

- 2010 Annual and 1<sup>st</sup> three Quarters of 2011 E-code report sent to 88 hospitals in the beginning of June.
- After reports sent out, received calls from a few hospitals regarding reports, which was one of the reasons why a new format was developed.
- Bi-weekly meetings held with CODES team members.
- The E-code data analyst made a presentation in the CODES Advisory Committee meeting about the new excel templates and format of the reports. The meeting was held on July 20, 2012.



## Highway Safety Data Inventory Update

July 2012

The purpose of the Highway Safety Data Inventory project is to create a complete, accurate, and up-to-date list of data sources related to traffic safety in the state of Nebraska.

In April Nithal started external face to face interviews, she interviewed individuals from the University of Nebraska Lincoln who work with the Mid-America Transportation Center, Nebraska Department of Roads and other internal staff (Kelly Boussein) who works with the motor vehicle policy grant. As the interviews progress forward, Nithal continued to modify the interview protocol to clarify questions and make them less ambiguous for the interviewees. She presented project progress at the quarterly CODES meeting.

In May, Nithal has continued with interviews and received the letter requesting for participation from data owners and program coordinators from Fred Zwonechek (Nebraska-Office of Highway Safety). She also started to summarize interview notes into a spread sheet.

In June, Nithal interviewed individuals who volunteered to participate, mostly from Omaha, including National Safety Council, AAA, Keep Kids Alive-Drive-25, Click It-Don't Risk It, and Mid America Transportation Center. She has finalized the questionnaire to be sent to potential data owners via email, so that they could take the survey online, instead of being interviewed in person.

## November 20, 2012 – Strategic Planning Meeting

**Nebraska Traffic Records System – Strategic Planning Session**  
**November 20, 2012**  
**8:30 am to 4:00 pm**  
**5001 So. 14<sup>th</sup> Street (Nebraska Department of Roads “Hill” Facility)**  
**Room 152**  
**Lincoln, Nebraska**

This Traffic Records System Strategic Planning Session is being conducted to assist in identifying and prioritizing the state’s traffic record system needs. The effort will assist in drafting a five year Nebraska Traffic Records System Strategic Plan. This is an opportunity for all TRCC members and others to contribute.

The recently conducted Traffic Records Assessment will be helpful in using the 29 recommendations, including 15 major recommendations, as a guide. The contribution of all traffic record system custodians and users is vital to an effective strategic planning process. We want to be sure that all of the critical agencies and organizations are represented.

Also please present any ideas or recommendations that may affect your traffic records system needs not included in the Traffic Records Assessment.

## November 20, 2012 – Meeting Minutes

### **NEBRASKA TRAFFIC RECORDS COORDINATING COMMITTEE STRATEGIC PLAN MEETING**

The mission is to develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of state and local Highway and Traffic Safety Programs.

The Strategic Plan is to promote Nebraska’s ideal traffic record system as an integral and useable component to state and local highway and traffic safety efforts. The traffic records and information system is coordinated through the work of the Traffic Records Coordinating Committee (TRCC) 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 new priorities for the Strategic Plan for the Nebraska Traffic Record System were discussed and formulated at the TRCC Strategic Planning Session that was held on November 20, 2012. Further development of the new Strategic Plan is underway using information obtained from the Traffic Records Assessment that was completed in July of 2012.

#### **FY2013 Strategic Plan Priorities:**

- Prioritize the effort to enable the Omaha Police Department to establish the capability to submit electronic crash reports 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 IPAD 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. (June 2014)
- d) Develop a new web-based format to decrease error rates from paper crash reports. (June 2014)
- e) Deploy "Smart Map" point-and-click interface for law enforcement to be able to indicate precise crash locations. (September 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 infrastructure
  - a) Implement existing quality control measures to improve the accuracy and consistency of 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. (June 2014)
  - d) Increase efforts to require State EMS agencies to import data under NEMSIS 3.0 standards. (Ongoing)
  - e) Establish a TRCC subcommittee to assist Department of Health and Human Services in establishing data access policies and procedures for the Public Health Information Center's data warehouse. (June 2013)
  - f) Utilize the Public Health Data Center to develop online querying of CODES datasets. (July 2013)
- Nebraska Criminal Justice Information System (NCJIS) and the JUSTICE System Improvements
  - a) Determine if Citation Tracking System can be implemented. (October 2014)
  - b) Consider funding support for Jail/Prosecutor data interface. (2013)
  - c) Consider funding for Interface maintenance. (2014)
  - d) Consider funding support for TracS local installation. (2013)
  - e) Consider funding support for locals for Sleuth Upgrades. (2014)
  - f) Examine use/utility of MIDRIS DUI tracking system for changes. (2013)
- 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) Conduct a Quality Improvement Training needs assessment for the TRCC members. (September 2013)
  - 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 TRCC membership representation to ensure that no group is omitted. (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)

**April 25, 2013 – Agenda and Minutes**

**AGENDA**

**TRAFFIC RECORDS COORDINATING COMMITTEE  
April 25, 2013  
09:30 – 11:00 AM**

**State Office Building – Conference Room LL-D**

**NOTE: The TRCC meeting will start a half hour earlier (09:30 am) than that of previous TRCC meetings.**

**Welcome and Introductions:**

Bob Comer  
Nebraska Office of Highway Safety

**Sign – In Sheet**

**Topics for Discussion:**

Bob Comer: 408 Information – Federal and state level  
Handout: **TRCC Strategic Plan Mission Statement** and priorities (based on the **Strategic Planning Session** held on November 20, 2012)

Sherrri Cannon - NHTSA Region VII representative: Federal 408 (now 405) information

**408-13 Traffic Record Project Reports:**

Please bring a written report (approximately 15 copies) and prepare to give a brief oral report of your 2013 408 grant activity for the first two quarters (October – March).

1. 408-13-1 E-Citation Automation (Crime Commission)
2. 408-13-11 EMS Data Quality Assessment (DHHS)
3. 408-13-14 Nebraska CODES (DHHS)
4. 408-13-15 E-CODES (DHHS)
5. E-Crash Reports (DOR)

Please bring your copy of the **Traffic Records Assessment** final report (July 17 – 22, 2011). Discussion will be held on recommendations found on page 17 (first three recommendations), pages 29 & 35 (same recommendation), page 53 (first recommendation) and on page 75 (first recommendation). Please review the six recommendations prior to the meeting.

Any other related questions or information requests.

Next meeting date – **July 25, 2013 – Room: NSOB LL-D (10:00 – 11:30 am)**

**NEBRASKA OFFICE OF HIGHWAY SAFETY**  
**Nebraska Traffic Records Coordinating Committee Meeting Minutes**  
**April 25, 2013**  
[www.transportation.nebraska.gov/nohs](http://www.transportation.nebraska.gov/nohs)

**WELCOME AND INTRODUCTIONS**

Bob Corner began the committee meeting with a welcome and introductions and stated that NHTSA has approved our traffic records improvement project such that NOHS will receive 405 (formerly were 408 funds) Traffic Records funding for FY13.

Fred Zwonechek presented information on the new NHTSA Map 21 transportation bill which was passed by Congress. All Highway Safety funding, other than 402 federal funds, are now included in a single federal funding program entitled 405. This should allow highway safety offices more flexibility in the use of the funds.

**INTRODUCTIONS**

Bob Corner, Nebraska Office of Highway Safety  
Doug Fuller, Nebraska Department of Health and Human Services  
Bob Grant, Nebraska Department of Roads  
Guangming Han, Nebraska Department of Health and Human Services  
Betty Johnson, Department of Motor Vehicles  
Linda Kearns, Nebraska Office of Highway Safety  
Aemal Khattak, University of Nebraska  
Qiao Ma, Nebraska Department of Health and Human Services  
Ashley Newmyer, Nebraska Department of Health and Human Services  
Mike Overton, Nebraska Crime Commission  
Sean Owings, Nebraska Department of Roads  
John Perry, Federal Highway Administration  
Ming Qu, Nebraska Department of Health and Human Services  
Ed Reyes, Omaha Police Department  
Russ Stanczyk, Nebraska State Patrol  
Dan Waddle, Nebraska Department of Roads  
Fred Zwonechek, Nebraska Office of Highway Safety

**Topics for Discussion:**

**Section 408 Information – Federal and State Level:**

- NOHS has been notified by NHTSA that the State has again met the requirements such that it will receive 405 Traffic Records Improvement funding for FY13.
- TRCC members who work with one of the State's six Traffic Records System Components (1. Crash Data, 2. Roadway Data, 3. Driver Data, 4. Vehicle Data, 5. Citation/Adjudication Data and 6. Statewide Injury Surveillance System Data) each need to review their "Quality Control Measurements".

**Handout:**

The following handout was provided:

- Extra copies of the final report of the Nebraska Traffic Records Assessment were distributed to TRCC members who did not bring a copy of their assessment.

**408-13 PROJECT REPORTS:**

Each Project Manager reported on their 2013 traffic record activity for the first and second quarters. Each provided a written copy of their report.

**408-13-01 E-Citation Automation (Nebraska Crime Commission)**

Mike Overton reported on the status of the E-Citation project. When asked about the number of county attorneys using the Prosecutor Case Management System, Mike indicated there were 19 prosecutors using the CMS.  
(See attached Enhanced Mobile Reporting & Electronic Citations Progress Report)

**408-13-11 EMS Data Quality Assessment (DHHS)**

Qiao Ma reported on the data quality assessment project.  
(See attached EMS Data Quality Assessment Project Progress Report)

**408-13-14 Nebraska CODES (DHHS)**

Ashley Newmyer and Ming Qu reported on the Nebraska CODES project.  
(See attached Nebraska CODES Progress Report)

**408-13-15 E-CODES Data Quality Assessment (DHHS)**

Ashley Newmyer and Ming Qu reported for Matt Garai on the E-CODE project.  
(See attached report E-CODE Data Quality Assessment Progress Summary)

**Member reports that do not have an actual 408 grant with NOHS:**

Bob Grant (NDOR) reported on the status of the E-Crash project. The new Electronic Accident Form 2.0 version is up and running with Grand Island as the test site.

Betty Johnson (DMV) reported that the Facial Recognition Program has added 500,000 pictures from those booked into jail and some 60,000 pictures from correctional institutions. All the pictures were downloaded from the Crime Commission's JUSTICE program.

Doug Fuller (EMS-DHHS) reported the Governor has signed DHHS's Rules and Regulations requiring that all EMS squads must submit electronic reports of ambulance runs within 3 days to DHHS. There is a 2 year grace period for the purchase of equipment and training.

**Discussion:**

- Bob Corner thanked those who attended and offered input during the Traffic Records Strategic Planning process meeting.
- TRCC members discussed and offered feedback on 5 chosen recommendations from the copy of the **Traffic Records Assessment**.
  1. Perform a Quality Improvement Training needs assessment for the TRCC members.
  2. Develop basic quality metrics for each new system component and report on them regularly.
  3. Provide regularly scheduled updates on project progress for the Executive Level Committee.
  4. Establish a TRCC subcommittee to assist DHHS in establishing data access policies and procedures for the Public Health Information Center's data warehouse.
  5. Revisit the opportunity to include the analytic tools recommended in the **Highway Safety Manual** in particular the SafetyAnalyst tool, as an addition to those presently used by the State's highway safety community.

**Next TRCC Meeting Date:**

July 25, 2013      Nebraska State Office Building      Conference Room LLD      10:00 – 11:30

408-13-01 Enhanced Mobile Reporting & Electronic Citations

This summary covers October, 2012 through March, 2013.

- 1) We are trying to complete eCitations in various agencies.
  - a) NSP has completed the rollout of TraCS10 to all of its troopers and so we are building on that for local agencies.
    - i) We first installed in South Sioux City PD and Buffalo County / Kearney PD. This identified some issues with differences needed for local agencies as opposed to NSP. Additionally, we had to work on the process to transfer data from the local agencies to NCJIS. One key new item is the inclusion of barcode scanning of VTR forms, necessitating a version upgrade. This work is ongoing and involves NSP, NCC and Affinity.
    - ii) We sent NSP staff to the national TraCS Steering Committee meeting.
    - iii) We sent NSP staff to TraCS SDK training. This is to build up the resources for TraCS support and development at NSP.
  - b) We are moving agencies ahead with Sleuth.
    - i) We had developed specifications with Sleuth for some eCitation enhancements including a full transfer of data and all images and ALR. We tested the transfer of citation data to NCJIS as well as the data format. The citation extract and transfer will be implemented in the next quarter.
    - ii) Small, one workstation agencies were initially offered an opportunity to use the online version of Sleuth. This option has since been withdrawn by Sleuth, citing infrastructure issues and commercial viability. We completed the upgrade to NCJIS and have contracted with Sleuth to install the online Sleuth through NCJIS for small agencies. We have the agencies installed with version 8 and Sleuth will not migrate them to version 9 and 10 (the latest version).
- 2) The Prosecutor Case Management System (CMS from Software Unlimited) is implementing changes to their software that includes a new interface for accepting citation data (routed from NCJIS). We have deployed this interface and the file transfer in all counties. This will include an interface to send filing data to JUSTICE as well as non-filing data to NCJIS for use by NSP PCH.
  - a) We met with the courts to begin discussions about eFiling. They initially wanted to do criminal filings but now will consider traffic. Software Unlimited is working with them to lock down technical requirements.
- 3) We have developed a process for County Attorneys to download and print citation images from NCJIS, eliminating the need for NSP to manually deliver citations and avoiding security issues with email. This has been generally well received. One issue was the lack of the Prosecutor's Copy (see need for programming above). However, we were moving the officer's comments electronically so have set up an easy way for them to know there are comments for a citation and get to those. NSP is training County Attorneys on the process as they reach out to their local jurisdiction.
- 4) We have paid the annual maintenance for EasyStreet Draw, the accident diagramming software.
- 5) We have paid the TraCS Annual Dues for 2013.
- 6) We completed work with DMV to add jail photos to the facial recognition system used with OLN photos. There have been hits on jail detainees, both with and without OLN photos.
- 7) Worked with DMV to enhance VTR details, included in a push to live in April. We are working with DMV to include all commercial plates in NCJIS.
- 8) Modified citation display on NCJIS to group by city and county.

# EMS Data Quality Assessment Project Progress Report

April 2013

## Data Quality Assessment

- As of now, 2012 EMS data from eNARSIS server is updated on the DHHS data server until October 31, 2012; EMS data from NARSIS system no longer exist starting from the year 2010; 2012 EMS data from Lincoln Fire & Rescue service is available in the eNARSIS system; 2012 EMS data from Omaha Fire and Rescue is available in their own format.
- The EMS data analyst conducted elements check on Omaha datasets, and found that part of patient, incident and diagnosis information was missing.
- The EMS data analyst created a unique data system for EMS by linking data from all three databases (eNARSIS, Omaha and Lincoln) for years 2007-2011.
- EMS data analyst worked on the service level data quality assessment report and the final template was determined. The draft report is under Dr. Donald Rice's review.
- EMS data analyst worked on the outline of EMS annual report.

## Other

- Did descriptive analysis of motor vehicle crash (MVC) injury of 2011 EMS data.
- Received a data request asking for the average response time (from dispatch to scene) of each year for the past six years specific to Lincoln.
- Responded a data request asking for the information on the number of EMS services that have reported electronically and reporting time lapse.



## Nebraska CODES Progress Report – April 2013

### 1. Meetings

The CODES Advisory Committee Meeting was held on January 19, 2013. We invited Sandra Gonzalez from the syndrome surveillance program to talk about Syndrome Surveillance: ESSENCE program. Qiao Ma reported the EMS Data Quality Report update. Matt Garai gave E-code Data Quality Report update. Guangming Han talked about GIS Application in CODES program.

We attended the Highway Safety Advocates Meeting on Nov. 7<sup>th</sup> and the Nebraska Traffic Records System Strategic Planning Session on November 20. Guangming Han attended 2013 Nebraska GIS symposium “Mapping spatial connections”. This meeting was held by the Nebraska GIS/LIS Association at the Younes Conference Center in Kearney, Nebraska on April 16-18<sup>th</sup>, 2013.

We maintained the bi-weekly CODES team meeting, to review work progress and make short-term and long-term plans.

### 2. Data Linkage and requests

The 2011 crash, E-code and death data linkages have been completed. For 2011 data, 98% of crash deaths are linked to E-code and/or EMS records; 95% of disabling injuries are linked to E-code and/or EMS records; 78% of visible injuries are linked to E-code and/or EMS records; and 68% of possible injuries are linked to E-code and/or EMS records.

We responded to data requests from NHTSA, NTSB, injury prevention program, Nebraska Safety Council and other stakeholders.

### 3. Research Projects

All the summary tables for 2011 CODES management reports have been updated.

The study titled “Disparity Surveillance of Nonfatal Motor Vehicle Crash Injuries” was accepted in December by *Traffic Injury Prevention*. Another paper using MAIS to look at crash injury disparity has been submitted to *Accident Analysis and Prevention*.

We submitted a journal article “Disparity Surveillance for Non-fatal Motor Vehicle Crash Injuries” to *Accident Analysis & prevention* and 2013 CSTE annual conference, and the abstract has been selected as one of five finalists for the sixth annual Robert Wood Johnson Foundation National Award for Outstanding Epidemiology Practice in Addressing Racial and Ethnic Disparities.

### 4. Other

Ying Zhang resigned her position as CODES Administrator, on Mar. 15 2013.

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 helped the injury surveillance program to update the state injury indicator report for 2011.

## E-code Data Quality Assessment Project Update

April 2013

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 taking efforts to assess the quality of E-code data.

### Conducting quality assessment for E-code data

- The 2012 monthly E-Code data was received for January - December, and 2013 data has been received for January – March which was prepared for analysis.
- Monthly reports were made and distributed to the hospitals for January-September 2012.
- Annual report was made and distributed to the hospitals for 2011 data.
- Slight modifications of SAS program was made based on the changes for the Valid N-code range. 995.90-995.94 N-codes are excluded from valid range.
- Monthly (Annual) reports contain percentages of Valid N-code/Valid E-code, No N-code/Valid E-code, Valid N-code/No E-code for that particular month (year). A rank of each facility's inpatient and ER valid records is included. A time trend by month (year) is also included for each of the percentages and by inpatient/ER.

### Meetings and other

- Attended CODES advisory committee meetings in January and April.
- Updated HIM contact Info through survey monkey.
- Conducted a conference call with health facilities to discuss E-code reports.
  - Suggested a few changes, the only one implemented was mentioned above in modification of range.
- Working on a VB program to help speed up the report distribution process.

Nebraska See Traffic Records State Strategic Plan at [www.nhtsa-tisis.net](http://www.nhtsa-tisis.net); or <http://nhthqnwas294.nhtsa.dot.gov/apex/f?p=120:1:3099789595727::::>

See November 20, 2012 – Meeting Minutes on page 119 for more information on the  
“NEBRASKA TRAFFIC RECORDS COORDINATING COMMITTEE  
STRATEGIC PLAN MEETING”

## *Project Summary Report*

### *Nebraska*

#### **Project Summary Report**

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

**Priority:** High

**Revision Date:** 20-JUN-2013

**Last Updated:** 20-JUN-2013

**Status:** Proposed

**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

**Phone:** (402) 471-2515

Email: [fred.zwonechek@nebraska.gov](mailto:fred.zwonechek@nebraska.gov)

**Project Description:** FY13 and FY14 NEBRASKA TRAFFIC RECORDS STRATEGIC PLAN

The mission is to develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of state and local Highway and Traffic Safety Programs.

The Strategic Plan is to promote Nebraska's ideal traffic record system as an integral and useable component to state and local highway and traffic safety efforts. The traffic records and information system is coordinated through the work of the Traffic Records Coordinating Committee (TRCC) 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 new priorities for the Strategic Plan for the Nebraska Traffic Record System were discussed and formulated at the TRCC Strategic Planning Session that was held on November 20, 2012. Further development of the new Strategic Plan is underway using information obtained from the Traffic Records Assessment that was completed in July of 2011.

FY2013 Strategic Plan Priorities:

Prioritize the effort to enable the Omaha Police Department to establish the capability to submit electronic crash reports 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 IPAD 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 (June 2014)
- d) Develop a new web-based format to decrease error rates from paper crash reports (June 2014)
- e) Deploy "Smart Map" point-and-click interface for law enforcement to be able to indicate precise crash locations (September 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 (June 2014)

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 Department of Health and Human Services in establishing

data access policies and procedures for the Public Health Information Center's data warehouse

(June 2013)

f) Utilize the Public Health Data Center to develop online querying of CODES datasets (July 2013)

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

a) Determine if Citation Tracking System can be implemented (October 2014)

b) Consider funding support for Jail/Prosecutor data interface (2013)

c) Consider funding for Interface maintenance (2014)

d) Consider funding support for TraCS local installation (2013)

e) Consider funding support for locals for Sleuth Upgrades (2014)

f) Examine use/utility of DUI tracking system for changes (2013)

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)Conduct a Quality Improvement Training needs assessment for the TRCC members (September 2013)
- 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 TRCC membership representation to ensure that no group is omitted (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

**Milestones**

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

**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

**Budget**

<i>Budget Source - 2013</i>	<i>Total Budget</i>
	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
	\$0.00

<i>Budget Source - 2019</i>	<i>Total Budget</i>
	\$0.00

**Activity Report**

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

**Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>

**Project Label - Name: NE-P01 - Expand the Citation Automation Project and Statewide Citation File**

**Priority:** High

**Revision Date:** 13-JUN-2013

**Last Updated:** 13-JUN-2013

**Status:** Active

**Lead Agency:** NE Crime Commission

**Partners:** -

**Website:**

**Project Director**

**Name:** Mr. Michael Overton

**Agency:** Nebraska Crime Commission,

**Address:** PO Box 94946

Lincoln, NE 69509-

**Phone:** (402) 471-3992

Email: michael.overton@nebraska.gov

**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)

#### Milestones

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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
Transmit data to NCJIS (On-going)	09-30-2014		On Schedule
Law enforcement agencies continue to transmit electronic traffic citations (On-going)	12-31-2014		On Schedule
Citation data electronically transmitted to prosecutors and courts (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
Contract and train local L/E on TraCS (On-going)	12-31-2014	On Schedule

**Core System and Performance Area**

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

**Budget**

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	\$319,300.00
Other Federal Funds	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00

**Activity Report**

Report Start 03-16-2008	Report End 06-15-2008	Report Date 12-31-2008	Provided By Robert Comer
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<b>Progress</b>	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)
<b>Problems</b>	
<b>Plans</b>	
<b>Comments</b>	

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-11-2010	Robert Comer
<b>Progress</b>	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 component consists of 80 law enforcement agencies		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Comer
<b>Progress</b>	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 NCJIS should have the capability to transmit the E-citations to their respective county attorneys.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### Linked Items

Type	Label	Name

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

**Priority:** -

**Revision Date:** 20-MAR-2013

**Last Updated:** 22-MAR-2013

**Status:** Completed

**Lead Agency:** Nebraska Supreme Court

**Partners:** Nebraska Supreme Court - State Court Administration

**Website:**

**Project Director**

**Name:** Mr. Robert Corner

**Agency:** Dept. of Roads , Traffic Safety Specialist

**Address:** 5001 South 14th Street

Lincoln, NE 68512-1248

**Phone:** (402) 471-2516

Email: bob.corner@nebraska.gov

**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						

## Budget

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

## Activity Report

Report Start	Report End	Report Date	Provided By
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June 13, 2013

Version: 3.0

Page 2 of 3

06-16-2007	09-15-2007	05-08-2008	Robert Corner
Progress	See comments section below: In 2007 (July through December) a total of 213 failure to comply orders were issued from the Douglas County traffic cases prosecuted. This six month period had only a 1.3% (213 divided by 16,886) 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 reduced. 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.		

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

<u>Report Start</u> 06-16-2009	<u>Report End</u> 06-15-2010	<u>Report Date</u> 06-10-2010	<u>Provided By</u> Robert Corner
Progress	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			

<u>Report Start</u> 10-01-2009	<u>Report End</u> 09-30-2010	<u>Report Date</u> 02-28-2011	<u>Provided By</u> Robert Corner
Progress	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			

<u>Report Start</u> 10-01-2010	<u>Report End</u> 09-09-2011	<u>Report Date</u> 05-04-2012	<u>Provided By</u> Robert Corner
Progress	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			

<u>Report Start</u> 10-01-2011	<u>Report End</u> 09-30-2012	<u>Report Date</u> 03-03-2013	<u>Provided By</u> Robert Corner
Progress	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			

**Linked Items**

Type	Label	Name

**Project Label - Name: NE-P03 - Define and Implement Acceptance of Electronic Death Record Data Into the Traffic Safety Information System**

**Priority:** -

**Revision Date:** 28-FEB-2011

**Last Updated:** 30-MAY-2012

**Status:** Completed

**Lead Agency:** DMV

**Partners:** -

**Website:**

**Project Director**

**Name:** Ms. Betty Johnson

**Agency:** Department of Motor Vehicles, Administrator Driver & Vehicle Records Division

**Address:** 301 Centennial Mall South

Lincoln, NE 68509-4789

**Phone:** (402) 471-3909

Email: johnson@mail.state.ne.us

**Project Description:** The Department of Motor Vehicles (DMV) will work with HHSS 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 more 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**

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

### Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-06-2009	Robert Corner
<i>Progress</i>	<i>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.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2007	05-01-2007	02-28-2011	Robert Corner
<i>Progress</i>	<i>Implemented software to send death certificate information to DMV in an electronic format instead of the current HHSS 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.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

### Linked Items

Type	Label	Name



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

**Priority: -**

**Revision Date: 28-FEB-2011**

**Last Updated: 17-MAY-2012**

**Status: Completed**

**Lead Agency: DMV**

**Partners: -**

**Website:**

**Project Director**

**Name: Ms. Betty Johnson**

**Agency: Department of Motor Vehicles, Administrator Driver & Vehicle Records Division**

**Address: 301 Centennial Mall South**

**Lincoln, NE 68509-4789**

**Phone: (402) 471-3909**

**Email: johnson@mail.state.ne.us**

**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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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**

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

## Budget

<i>Budget Source - 2013</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

<i>Budget Source - 2014</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

<i>Budget Source - 2015</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

<i>Budget Source - 2016</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

<i>Budget Source - 2017</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

<i>Budget Source - 2018</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

<i>Budget Source - 2019</i>		<i>Total Budget</i>
County Funds		\$0.00
State Funds		\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Progress	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			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2006	12-01-2011	02-28-2011	Robert Corner
Progress	Provided bar code scanners to Sarpy, Lancaster, and Douglas counties. Completed in December 2006.		
Problems			
Plans			
Comments			

## Linked Items

Type	Label	Name

**Project Label - Name: NE-P05 - Implement an Automated DMV Driver Testing System in 92 Nebraska Counties**

**Priority:** -

**Revision Date:** 28-FEB-2011

**Last Updated:** 30-MAY-2012

**Status:** Completed

**Lead Agency:** DMV

**Partners:** -

**Website:**

**Project Director**

**Name:** Mr. Robert Corner

**Agency:** Dept. of Roads , Traffic Safety Specialist

**Address:** 5001 South 14th Street

Lincoln, NE 68512-1248

**Phone:** (402) 471-2516

Email: bob.corner@nebraska.gov

**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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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**

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

### Budget

Budget Source - 2013	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

Budget Source - 2014	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

Budget Source - 2016	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

Budget Source - 2017	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

Budget Source - 2018	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

Budget Source - 2019	Total Budget
Federal Funds (MCSAP)	\$0.00
State Funds	\$0.00

### Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	06-11-2009	Robert Comer
Progress	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 Comer
Progress	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			

### Linked Items

Type	Label	Name

**Project Label - Name: NE-P06 - Define and implement acceptance of electronic crash/accident data**

**Priority:** -

**Revision Date:** 08-MAY-2012

**Last Updated:** 11-JUN-2012

**Status:** Completed

**Lead Agency:** DOR

**Partners:** -

**Website:**

**Project Director**

**Name:** Mr. Robert Grant

**Agency:** Nebraska Department of Roads, Highway Safety Manager (FARS Supervisor)

**Address:** 1500 Hwy 2, PO Box 94759

Lincoln, NE 68509-4759

**Phone:** (402) 479-4645

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 DOR. Sleuth, the records management system sponsored by CJIS, will be used to develop and test the specifications and submission of data to Roads. 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 DOR

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. DOR 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

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Development of DOR 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						

### Budget

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2019</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

### Activity Report

<u>Report Start</u> 03-16-2008	<u>Report End</u> 06-15-2008	<u>Report Date</u> 06-11-2009	<u>Provided By</u> Robert Comer
Progress	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 DOR.		
Problems			
Plans			
Comments			

<u>Report Start</u> 01-01-2009	<u>Report End</u> 12-31-2010	<u>Report Date</u> 06-10-2010	<u>Provided By</u> Robert Comer
Progress	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			

<u>Report Start</u> 01-01-2010	<u>Report End</u> 12-31-2010	<u>Report Date</u> 05-08-2012	<u>Provided By</u> Robert Comer
Progress	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			

### Linked Items

Type	Label	Name

**Project Label - Name: NE-P07 - Enhance the Crash/Accident Reporting Process**

**Priority:** High

**Revision Date:** 13-JUN-2013

**Last Updated:** 13-JUN-2013

**Status:** Active

**Lead Agency:** DOR

**Partners:** Nebraska Law Enforcement Agencies

**Website:**

**Project Director**

**Name:** Mr. Robert Grant

**Agency:** Nebraska Department of Roads, Highway Safety Manager (FARS Supervisor)

**Address:** 1500 Hwy 2, PO Box 94759

Lincoln, NE 68509-4759

**Phone:** (402) 479-4645

Email: Bob.Grant@nebraska.gov

**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 DOR 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.

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## 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

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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.	12-31-2014		On Schedule

## 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						

## Budget

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

### Activity Report

<u>Report Start</u> 01-01-2010	<u>Report End</u> 12-31-2010	<u>Report Date</u> 06-11-2011	<u>Provided By</u> Robert Comer
<b>Progress</b>	<i>This project should be completed in July 2012 as far as the ARS rewrite. DOR will work to add more agencies and users to submit electronic crash reports.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 01-01-2010	<u>Report End</u> 12-31-2010	<u>Report Date</u> 05-08-2012	<u>Provided By</u> Robert Comer
<b>Progress</b>	<i>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.</i>		
	<i>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.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 01-01-2011	<u>Report End</u> 12-31-2011	<u>Report Date</u> 06-12-2012	<u>Provided By</u> Robert Comer
<b>Progress</b>	<i>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.</i>		
	<i>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.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 10-01-2012	<u>Report End</u> 09-30-2013	<u>Report Date</u> 06-13-2013	<u>Provided By</u> Robert Comer
<b>Progress</b>	<i>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.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 06-16-2009	<u>Report End</u> 06-15-2010	<u>Report Date</u> 06-10-2019	<u>Provided By</u> Robert Comer
<b>Progress</b>	<i>This project was enhanced and modified from Project NE-P06 in 2010.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2010	12-31-2010	06-11-2011	Robert Corner
Progress	This project should be completed in July 2012 as far as the ARS rewrite. DOR will work to add more agencies and users to submit electronic crash reports.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2010	12-31-2010	05-08-2012	Robert Corner
Progress	<p>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.</p> <p>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.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2011	12-31-2011	06-12-2012	Robert Corner
Progress	<p>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.</p> <p>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.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-13-2013	Robert Corner
Progress	<p>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.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-10-2019	Robert Corner
Progress	This project was enhanced and modified from Project NE-P06 in 2010.		
Problems			
Plans			
Comments			

## Linked Items

Type	Label	Name

**Project Label - Name: NE-P08 - Maintain Standardized Crash/Accident Diagrams**

**Priority:** -

**Revision Date:** 09-JUN-2007

**Last Updated:** 17-MAY-2012

**Status:** Completed

**Lead Agency:** Nebraska Commission on Law Enforcement and Criminal Justice

**Partners:** Ne Law Enforcement Agencies

**Website:**

**Project Director**

**Name:** Mr. Michael Overton

**Agency:** Nebraska Crime Commission,

**Address:** PO Box 94946

Lincoln, NE 69509-

**Phone:** (402) 471-3992

Email: michael.overton@nebraska.gov

**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

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Standard Performance Area: Timeliness

Electronic crash reports entered into the system within 45 days of the crash: > 90%

**Milestones**

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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						

**Budget**

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00
<i>Budget Source - 2019</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

**Activity Report**

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
03-16-2008	06-15-2008	06-11-2009	Robert Comer
<i>Progress</i>	<i>This activity is now incorporated into the E-Citation Automation 408 grant.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

**Linked Items**

<i>Type</i>	<i>Label</i>	<i>Name</i>

**Project Label - Name: NE-P09 - EMS Data Quality Assessment and Improvement**

**Priority: -**

**Revision Date: 13-JUN-2013**

**Last Updated: 13-JUN-2013**

**Status: Active**

**Lead Agency: DHSS**

**Partners: Fire and Rescue Squads**

**Website:**

**Project Director**

**Name: Ming Qu**

**Agency: Regulation and Licensure, Injury Epidemiologist**

**Address: 301 Centennial Mall South, PO Box 95007**

**Lincoln, NE 68509-**

**Phone: (402) 471-0566**

**Email: ming.qu@hss.state.ne.us**

**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

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Establish work group	02-01-2007	02-01-2007	Completed
Access various 2005 & 2006 EMS data sets	06-01-2007	06-28-2007	Completed
Complete Omaha Fire & Rescue (2001/2006) data quality assessment	06-01-2007	06-01-2007	Completed
Draft summary report	07-01-2007	08-15-2007	Completed
Review and finalize report	09-01-2007	09-15-2007	Completed
Continue with data sets for succeeding years (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			
Roadway						
Citation / Adjudication						
Vehicle Registration						

## Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$34,867.00
State Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

## Activity Report

<b>Report Start</b>	<b>Report End</b>	<b>Report Date</b>	<b>Provided By</b>
03-16-2008	06-15-2008	06-11-2009	Robert Comer

<b>Progress</b>	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.
<b>Problems</b>	
<b>Plans</b>	
<b>Comments</b>	

<b>Report Start</b> 06-16-2009	<b>Report End</b> 06-15-2010	<b>Report Date</b> 06-10-2010	<b>Provided By</b> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<b>Report Start</b> 10-01-2009	<b>Report End</b> 09-30-2010	<b>Report Date</b> 02-28-2011	<b>Provided By</b> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<b>Report Start</b> 10-01-2010	<b>Report End</b> 09-30-2011	<b>Report Date</b> 05-09-2012	<b>Provided By</b> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<b>Report Start</b> 10-01-2012	<b>Report End</b> 09-30-2013	<b>Report Date</b> 06-13-2013	<b>Provided By</b> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

**Linked Items**

Type	Label	Name



**Project Label - Name:** NE-P10 - Nebraska Trauma Registry Training and Knowledge web base Development

**Priority:** -

**Revision Date:** 09-JUN-2009

**Last Updated:** 17-MAY-2012

**Status:** Completed

**Lead Agency:** DHSS

**Partners:** -

**Website:**

**Project Director**

**Name:** Ming Qu

**Agency:** Regulation and Licensure, Injury Epidemiologist

**Address:** 301 Centennial Mall South, PO Box 95007

Lincoln, NE 68509-

**Phone:** (402) 471-0566

**Email:** ming.qu@hhss.state.ne.us

**Project Description:** The web-based Trauma Bridge system has been developed by HHSS, 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, HHSS 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, HHSS 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 NHSS. 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 HHSS on a monthly basis.

**% of trauma records that can be retrieved by HHSS 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	12-01-2008	Completed
Pilot – provide training to 9 small hospitals.	02-01-2007	03-01-2007	Completed
A total of 27 hospitals were trained.			
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						

### Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00
<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	06-11-2009	Robert Comer
Progress	Completed - 100% of all trauma records are retrieved by HHSS in 24 hours after they are entered into the system.		
Problems			
Plans			
Comments			

### Linked Items

Type	Label	Name

**Project Label - Name:** NE-P11 - Nebraska Trauma Registry Module Purchase

**Priority:** -

**Revision Date:** 09-JUN-2007

**Last Updated:** 17-MAY-2012

**Status:** Completed

**Lead Agency:** DHSS

**Partners:** -

**Website:**

**Project Director**

**Name:** Ming Qu

**Agency:** Regulation and Licensure, Injury Epidemiologist

**Address:** 301 Centennial Mall South, PO Box 95007

Lincoln, NE 68509-

**Phone:** (402) 471-0566

**Email:** ming.qu@dhss.state.ne.us

**Project Description:** HHSS will work with ImageTrend to The web-based trauma bridge system is a user-friendly, state-provided, scalable 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 (ENARSIS). This allows hospitals to pre-populate their EMS records and referring hospital records, and assure accurate, reliable patient data.

The project aims to help HHSS 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 HHSS on a monthly basis.

% of trauma records from rehabilitation hospitals that can be retrieved by HHSS in 24 hours after they are entered into the system: 100%.

Improvement: Through the trauma bridge system, trauma records can be retrieved by HHSS 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 prehospital (e-NARSIS), as well as acute care, burn and rehabilitation hospitals

**Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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						

### Budget

Budget Source - 2013	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00
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
Progress	Completed. The trauma registry modules have been purchased and are assisting in the E-Code project.		
Problems			
Plans			
Comments			

### Linked Items

Type	Label	Name

**Project Label - Name: NE-P12 - Crash Outcome Data Evaluation System (CODES)**

**Priority:** High

**Revision Date:** 20-MAR-2013

**Last Updated:** 14-JUN-2013

**Status:** Active

**Lead Agency:** DHHS

**Partners:** -

**Website:**

**Project Director**

**Name:** Ming Qu

**Agency:** Regulation and Licensure, Injury Epidemiologist

**Address:** 301 Centennial Mall South, PO Box 95007

Lincoln, NE 68509-

**Phone:** (402) 471-0566

**Email:** ming.qu@hss.state.ne.us

**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

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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
Crash data linkage. This is an on-going project.	09-30-2014		On Schedule
Hold quarterly meetings (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			
Roadway						
Citation / Adjudication						
Vehicle Registration						

### Budget

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$129,450.00
Other Federal Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00
State Funds	\$0.00

<i>Budget Source - 2019</i>	<i>Total Budget</i>
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
Other Federal Funds	\$0.00
State Funds	\$0.00

### **Activity Report**

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
10-01-2007	09-30-2008	06-11-2009	Robert Comer
<i>Progress</i>	<i>On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
10-01-2008	09-30-2009	06-10-2010	Robert Comer
<i>Progress</i>	<i>On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
10-01-2009	09-30-2010	02-28-2011	Robert Comer
<i>Progress</i>	<i>On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
10-01-2010	09-30-2011	05-09-2012	Robert Comer
<i>Progress</i>	<i>On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<i>Report Start</i>	<i>Report End</i>	<i>Report Date</i>	<i>Provided By</i>
10-01-2012	09-30-2013	06-14-2013	Robert Comer
<i>Progress</i>	<i>On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

### **Linked Items**

<i>Type</i>	<i>Label</i>	<i>Name</i>

**Project Label - Name: NE-P13 - Conduct a NHTSA Approved State Traffic Records Assessment**

**Priority:** -  
**Revision Date:** 08-MAY-2012  
**Last Updated:** 22-MAR-2013  
**Status:** Completed  
**Lead Agency:** NDOR  
**Partners:** -  
**Website:**

**Project Director**  
**Name:** Mr. Robert Corner  
**Agency:** Dept. of Roads , Traffic Safety Specialist  
**Address:** 5001 South 14th Street  
 Lincoln, NE 68512-1248  
**Phone:** (402) 471-2516  
**Email:** bob.corner@nebraska.gov

**Project Description:** The State will schedule and conduct a statewide Traffic Records Assessment 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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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		



## Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Comer
<i>Progress</i>	<i>The State Traffic Records Assessment was completed August 20-25, 2006 with the final written report sent to Nebraska in December 2006</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-09-2010	09-30-2011	02-28-2011	Robert Comer
<i>Progress</i>	<i>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.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-17-2011	03-15-2012	05-08-2012	Robert Comer
<i>Progress</i>	<i>The second State Traffic Records Assessment was completed July 17-22, 2011 with the final written report sent to Nebraska in March 2012</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

## Linked Items

<u>Type</u>	<u>Label</u>	<u>Name</u>

**Project Label - Name: NE-P14 - Lancaster County Traffic Court to Reduce the Outstanding Overdue Case Balances**

**Priority:** -

**Revision Date:** 20-MAR-2013

**Last Updated:** 20-MAR-2013

**Status:** Completed

**Lead Agency:** Nebraska Supreme Court

**Partners:** Nebraska Court Administrator's Office

**Website:**

**Project Director**

**Name:** Mr. Robert Corner

**Agency:** Dept. of Roads , Traffic Safety Specialist

**Address:** 5001 South 14th Street

Lincoln, NE 68512-1248

**Phone:** (402) 471-2516

Email: bob.corner@nebraska.gov

**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

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
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						

## Budget

<i>Budget Source - 2013</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2014</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2015</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2016</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2017</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2018</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

<i>Budget Source - 2019</i>	<i>Total Budget</i>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2008	06-15-2009	03-20-2009	Robert Corner
<b>Progress</b>	<p><i>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.</i></p> <p><i>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.</i></p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-10-2010	Robert Corner
<b>Progress</b>	<p><i>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.</i></p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2009	09-30-2010	02-28-2011	Robert Corner
<b>Progress</b>	<p><i>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.</i></p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	09-30-2011	05-04-2012	Robert Corner
<b>Progress</b>	<p><i>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.</i></p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	09-30-2012	03-20-2013	Robert Corner
<b>Progress</b>	<p><i>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.</i></p>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

## Linked Items

<u>Type</u>	<u>Label</u>	<u>Name</u>
Performance Measure	NE PM02	NE PM02 - Citation / Adjudication / Timeliness

**Project Label - Name: NE-P15 - Electronic Nebraska Ambulance Rescue Squad Information System (eNARSIS)**

**Priority:** -

**Revision Date:** 21-MAR-2013

**Last Updated:** 14-JUN-2013

**Status:** Active

**Lead Agency:** DHHS

**Partners:** EMS Division of the Nebraska Department of Health and Human Systems.

**Website:**

**Project Director**

**Name:** Ming Qu

**Agency:** Regulation and Licensure, Injury Epidemiologist

**Address:** 301 Centennial Mall South, PO Box 95007

Lincoln, NE 68509-

**Phone:** (402) 471-0566

Email: [ming.qu@hhss.state.ne.us](mailto:ming.qu@hhss.state.ne.us)

**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 eNARSIS. The eNARSIS 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 (eNARSIS) 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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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
In 2007 EMS Division began training receptive ambulance squads in electronic reporting in a program called eNARSIS. 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

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

### 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						

### Budget

Budget Source - 2013	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 402 Funds	\$0.00
State EMS Funds (DHHS)	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2008	06-15-2009	03-03-2009	Robert Comer
Progress	<p>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.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-10-2010	Robert Comer
Progress	<p>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.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	09-30-2011	02-28-2011	Robert Comer
Progress	<p>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.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Comer
Progress	<p>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.</p>		
Problems			
Plans			
Comments			

## Linked Items

<u>Type</u>	<u>Label</u>	<u>Name</u>
Performance Measure	NE_PM01	NE_PM01 - Injury Surveillance / EMS / Timeliness

*Project Label - Name: NE-P16 - Nebraska E-CODES*

*Priority: -*

*Revision Date: 20-MAR-2013*

*Last Updated: 14-JUN-2013*

*Status: Active*

*Lead Agency: Nebraska Department of Health & Human Services (DHHS)*

*Partners: -*

*Website:*

**Project Director**

**Name:** Ming Qu

**Agency:** Regulation and Licensure, Injury Epidemiologist

**Address:** 301 Centennial Mall South, PO Box 95007

Lincoln, NE 68509-

**Phone:** (402) 471-0566

**Email:** ming.qu@dhss.state.ne.us

**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.

**Milestones**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
Receive 2006 E-CODE data - completed	11-01-1987	11-30-1987	Completed
Receive 2007 E-CODE data			
Prepare data for analysis	12-30-1987	01-15-2009	Completed
Analyze data (on-going)	09-30-2014		On Schedule
E-CODE Summary Report (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				
Roadway						
Citation / Adjudication						
Vehicle Registration						



## Budget

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$34,867.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

## Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2007	09-30-2008	06-11-2009	Robert Comer
<b>Progress</b>	<i>On-going project. This project helps with quality data for the overall CODES project.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2008	09-30-2009	06-11-2010	Robert Comer
<b>Progress</b>	<i>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.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2009	09-30-2010	02-28-2011	Robert Comer
<b>Progress</b>	<i>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.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	09-30-2011	05-10-2012	Robert Comer
<b>Progress</b>	<i>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.</i>		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<b>Report Start</b> 10-01-2012	<b>Report End</b> 09-30-2013	<b>Report Date</b> 06-14-2013	<b>Provided By</b> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### **Linked Items**

<b>Type</b>	<b>Label</b>	<b>Name</b>

**Project Label - Name: NE-P17 - Facial Recognition Technology Project**

**Priority:** - High

**Revision Date:** 26-JUN-2013

**Last Updated:** 26-JUN-2013

**Status:** Active

**Lead Agency:** Nebraska Department of Motor Vehicles

**Partners:** -

**Website:**

**Project Director**

**Name:** Ms. Betty Johnson

**Agency:** Department of Motor Vehicles, Administrator Driver & Vehicle Records Division

**Address:** 301 Centennial Mall South

Lincoln, NE 68509-4789

**Phone:** (402) 471-3909

Email: johnson@mail.state.ne.us

**Project Description:** Nebraska launched its 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 NE 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 NE DMV will also run all "archived" record application images from February 2003 through June 2007 against the driver record image file. The NE 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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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

**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						

**Budget**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
State Funds	\$0.00
<b>Budget Source - 2014</b>	<b>Total Budget</b>
State Funds	\$0.00
<b>Budget Source - 2015</b>	<b>Total Budget</b>
State Funds	\$0.00
<b>Budget Source - 2016</b>	<b>Total Budget</b>
State Funds	\$0.00
<b>Budget Source - 2017</b>	<b>Total Budget</b>
State Funds	\$0.00
<b>Budget Source - 2018</b>	<b>Total Budget</b>
State Funds	\$0.00
<b>Budget Source - 2019</b>	<b>Total Budget</b>
State Funds	\$0.00

<b>Activity Report</b>			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-11-2010	Robert Comer
Progress	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			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2010	12-31-2010	05-09-2011	Robert Comer
Progress	<p>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.</p> <p>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.</p> <p>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.</p>		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Comer
Progress	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			
<b>Linked Items</b>			
Type	Label	Name	

**Project Label - Name: NE-P18 - Off Line Electronic Accident Form**

**Priority:** High

**Revision Date:** 14-JUN-2013

**Last Updated:** 14-JUN-2013

**Status:** On Hold

**Lead Agency:** Nebraska Department of Roads

**Partners:** Smaller Law Enforcement agencies without Internet access

**Website:**

**Project Director**

**Name:** Mr. Robert Grant

**Agency:** Nebraska Department of Roads, Highway Safety Manager (FARS Supervisor)

**Address:** 1500 Hwy 2, PO Box 94759

Lincoln, NE 68509-4759

**Phone:** (402) 479-4645

Email: Bob.Grant@nebraska.gov

**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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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		Behind Schedule

### 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						

### Budget

Budget Source - 2013	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2014	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2018	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

Budget Source - 2019	Total Budget
NHTSA Section 402 Funds	\$0.00
State Funds	\$0.00

### Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2011	09-30-2012	05-14-2012	Robert Comer
Progress	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			

<u>Report Start</u> 10-01-2011	<u>Report End</u> 03-27-2012	<u>Report Date</u> 05-14-2012	<u>Provided By</u> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 10-01-2011	<u>Report End</u> 03-23-2012	<u>Report Date</u> 05-14-2012	<u>Provided By</u> Robert Comer
<b>Progress</b>	OPS has created the crash application for using an IPAD (Completed MAR 2012).		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

<u>Report Start</u> 10-01-2012	<u>Report End</u> 09-30-2013	<u>Report Date</u> 06-14-2013	<u>Provided By</u> Robert Comer
<b>Progress</b>	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.		
<b>Problems</b>			
<b>Plans</b>			
<b>Comments</b>			

### Linked Items

Type	Label	Name



**Project Label - Name: NE-P19 - Nebraska Data Inventory**

**Priority:** -

**Revision Date:** 21-MAR-2013

**Last Updated:** 14-JUN-2013

**Status:** Completed

**Lead Agency:** DHHS

**Partners:** All sites that have data sources related to traffic safety.

**Website:**

**Project Director**

**Name:** Ming Qu

**Agency:** Regulation and Licensure, Injury Epidemiologist

**Address:** 301 Centennial Mall South, PO Box 95007

Lincoln, NE 68509

**Phone:** (402) 471-0566

Email: [ming.qu@hhs.state.ne.us](mailto:ming.qu@hhs.state.ne.us)

**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**

<b>Milestone Description</b>	<b>Target Date</b>	<b>Actual Date</b>	<b>Status</b>
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

**Budget**

<b>Budget Source - 2013</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2014</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2015</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2016</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2017</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2018</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

<b>Budget Source - 2019</b>	<b>Total Budget</b>
NHTSA Section 408 Funds	\$0.00

### Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-26-2012	06-30-2012	05-16-2012	Robert Corner
<i>Progress</i>	<i>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.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	03-29-2012	05-16-2012	Robert Corner
<i>Progress</i>	<i>The interview protocol was completed and the survey instrument constructed.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2012	05-01-2013	03-20-2013	Robert Corner
<i>Progress</i>	<i>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.</i>		
<i>Problems</i>			
<i>Plans</i>			
<i>Comments</i>			

### Linked Items

<b>Type</b>	<b>Label</b>	<b>Name</b>

**Traffic Record Assessment Report**  
**Nebraska**  
**Assessment Date: July 22, 2011**

**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
Goal Comments:	Unknown / Not Defined
Report Comments: Another recommendation that first must be discussed by the TRCC.	Not Addressed - Other
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: This recommendation is planned to be completed by the end of 2014.	Addressed - Some Progress
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: Discussed at the April TRCC meeting.	Addressed - Pending Action
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: NOHS has reviewed the makeup of the TRCC and have recommended individuals to be added to the committee.	Addressed - Completed
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: All recommendations of the TRA were discussed and prioritized at the November Strategic Planning Session of TRCC members. TRCC members also identified other deficiencies not included in the TRA.	Addressed - Some Progress
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: Completed on November 20, 2012.	Addressed - Completed
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: This will be addressed once all data systems have TRCC quality metrics developed by the TRCC.	Not Addressed - Other
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: Addressed at the Nebraska Traffic Records System - Strategic Planning Session held on November 20, 2012.	Addressed - Completed
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: Discussed at the April TRCC meeting.	Addressed - Pending Action
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: NDOR Accidents Records Bureau / Highway Safety is working on this recommendation.	Addressed - Some Progress
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: This is the FY14 number one issue to address. Discussions continue with the OPD to submit electronic crash reports.	Addressed - Some Progress
Planned Comments:	Unknown / Not Defined

**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 autopopulation 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
Goal Comments:	Unknown / Not Defined
Report Comments: NDOR has had preliminary discussion about an electronic locator tool for crash & road features. NDOR will fund a locator system in a pilot project with the State Patrol. Plans are to then make it available to all law enforcement.	Addressed - Pending Action
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: NDOR will address this issue when their budget will allow. A 405 grant proposal has been made to NOHS for this project.	Not Addressed - Insufficient Funding / Resources
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: This has been partially addressed by DHHS and the NE Crime Commission.	Addressed - Some Progress
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: NDOR is looking at this recommendation as part of the overall "big" picture plan.	Addressed - Pending Action
Planned Comments:	Unknown / Not Defined

**16. Recommendation Label:** NETRA11016

**Recommendation:** Revisit the opportunity to include the analytic tools recommended in the Highway Safety Manual, in particular the SafetyAnalyst tool, as an addition to those presently used by the State's highway safety community.

**Recommendation Type:**

**Major Recommendation?: No**

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments: NOHS will have this as a discussion topic at the July TRCC meeting.	No Progress
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: NDOR has had preliminary discussion about an electronic locator tool for crash & road features. NDOR will fund a locator system in a pilot project with the State Patrol. Plans are to then make it available to all law enforcement.	Addressed - Significant progress
Planned Comments:	Addressed - Significant progress

**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
Goal Comments:	Unknown / Not Defined
Report Comments: DMV position is that this should be a federal	Not Addressed -

requirement for all states.	Insufficient Funding / Resources
Planned Comments:	Not Addressed - Concerns about Feasibility and / or Implementation

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
Goal Comments:	Unknown / Not Defined
Report Comments: This will require state statutes' changes.	Not Addressed - Disagree with Recommendation
Planned Comments:	Not Addressed - Disagree with Recommendation

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
Goal Comments:	Unknown / Not Defined
Report Comments: Topic for the July TRCC meeting.	Not Addressed - Other
Planned Comments:	Unknown / Not Defined

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
Goal Comments:	Unknown / Not Defined
Report Comments: Preliminary discussion with the Nebraska Crime Commission on this issue.	Not Addressed - Time Constraints / Competing Commitments
Planned Comments:	Unknown / Not Defined

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
Goal Comments:	Unknown / Not Defined
Report Comments: DMV has provided the information to the Nebraska Crime Commission. The Crime Commission has a signed contract with a vendor to incorporate the DMV needed information into the state law enforcement SLEUTH program.	Addressed - Significant progress
Planned Comments:	Unknown / Not Defined

23. **Recommendation Label:** NETRA11023

**Recommendation:** Continue funding support of CODES linkage and analysis activities.

**Recommendation Type:**

**Major Recommendation?:** No

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments: The Nebraska Office of Highway Safety has committed to continuation funding.	Addressed - Some Progress
Planned Comments:	Unknown / Not Defined

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
Goal Comments:	Unknown / Not Defined
Report Comments: Preliminary discussions with a small number of the report severity levels used in comparison.	Addressed - Pending Action
Planned Comments:	Unknown / Not Defined

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
Goal Comments:	Unknown / Not Defined
Report Comments: This will be discussed with the CODES people in FY13.	Not Addressed - Insufficient Funding / Resources
Planned Comments:	Unknown / Not Defined

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
Goal Comments:	Unknown / Not Defined
Report Comments: Online querying of the CODES datasets is progressing within DHHS.	Addressed - Pending Action
Planned Comments:	Unknown / Not Defined

**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
Goal Comments:	Unknown / Not Defined
Report Comments: Q.C. measures have been implemented through the EMS Data Quality Assessment and Improvement project. This is being addressed with the TRCC.	Addressed - Significant progress
Planned Comments:	Unknown / Not Defined

**28. Recommendation Label:** NETRA11028

**Recommendation:** Continue efforts to require State EMS agencies to impart data under NEMSIS 3.0 standards.

**Recommendation Type:**

**Major Recommendation?:** No

Comment Type	Comment Status
Goal Comments:	Unknown / Not Defined
Report Comments: State rule & regulation now requires the State EMS agency to use NEMSIS standards.	Addressed - Significant progress
Planned Comments:	Unknown / Not Defined

## Documentation of Progress

### Project Label – Name: NE-17- Facial Recognition Technology Project

#### Section 405 FY14 Interim Progress Report

State: NEBRASKA Report Date: 6 / 11 / 2013 Submitted by: Robert Corner  
Regional Reviewers by: Sherri Cannon and Romell Cooks

System to be Impacted	<input type="checkbox"/> CRASH <input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure  Nebraska launched the state's new driver license system that uses facial recognition technology to identify potential fraud suspects on July 22, 2009. The system allows the DMV to conduct a one to one review of images at the time of driver license application against a review of every 2009 image (2,514,819 million images) in the Department of Motor Vehicles (DMV) driver license record system each night. DMV also added and reviewed every archival image from February 2003 through June 2007 for "accuracy" of the database of checking every image in the file. DMV licensing staff reviews each applicant's photo and compare it against the most recent image stored under that name. Any suspicious incongruity in the system is captured and will be reported to the DMV Fraud Unit for investigation. The system in the last 12 months has been enhanced to add all the jail photos. All of the individuals flagged will eventually be reviewed by the DMV Fraud Unit prior to the production of a driver license document issued by DMV.
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates  Title: Facial Recognition Technology Project Number : NE-P17 Page: TRIPRS Project Page –Row 1 of 20(17)  This project has never received NHTSA 408/405 funding. The project is funded through the Nebraska Department of Motor Vehicles.
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s)  As an accuracy enhancement to the Facial Recognition System, DMV in April 2012 secured an agreement with the Nebraska Crime Commission (NCC) to receive a total of 414,841 historical photographs of individuals arrested and placed in Nebraska county jails. Additional mug shots will then be available on a daily basis from the NCC "Justice" program. DMV with the addition of the jail "mug shot " photos will now have an even greater ability to verify accuracy in the photos of individuals applying for Nebraska driver licenses, learner's permits, and state ID cards.  In addition to the historical jail images, DMV will continue to add photographs of all individuals applying each day for driver license, a learner's permit, a state ID card and/or any renewal. Also new photos from the jails will also be added on a daily basis.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method  The measure is a one to one comparison of facial features of the individual who applied for a Nebraska driver's license, learner's permit, or state ID card. A check for accuracy for the name of the person listed on the new photograph will be compared

	against all the photographs currently in the DMV Driver Record Image File.										
Date and Baseline Value for the Measure	<p>The following chart shows the number of images added to the DMV data base. These are images from new and renewal driver's license, learner's permit, state ID card.</p> <p style="text-align: center;">April 1, 2011 to March 31, 2012</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>April 1, 2011 – June 30, 2011</td> <td>146,210</td> </tr> <tr> <td>July 1, 2011 – September 30, 2011</td> <td>167,097</td> </tr> <tr> <td>October 1, 2011 – December 31, 2011</td> <td>104,635</td> </tr> <tr> <td>January 1, 2012 – March 31, 2012</td> <td>119,576</td> </tr> <tr> <td>Total new images added</td> <td>537,518</td> </tr> </table>	April 1, 2011 – June 30, 2011	146,210	July 1, 2011 – September 30, 2011	167,097	October 1, 2011 – December 31, 2011	104,635	January 1, 2012 – March 31, 2012	119,576	Total new images added	537,518
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Date and Current Value for the Measure	<p>To show improvement in the performance area of completeness the Nebraska Office of Highway Safety offers the following statistical information:</p> <p>Due to the enhancement of the Facial Recognition Program, the DMV Fraud Unit now has the enforcement ability to catch and stop even more fraudulent applicants before DMV issues someone a driver's license, learner's permit, state ID card or any renewal.</p> <p style="text-align: center;">April 1, 2012 to March 31, 2013</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>April 1, 2012 – June 30, 2012</td> <td>150,837</td> </tr> <tr> <td>July 1, 2012 – September 30, 2012</td> <td>515,151*</td> </tr> <tr> <td>October 1, 2012 – December 31, 2012</td> <td>134,191</td> </tr> <tr> <td>January 1, 2013 – March 31, 2013</td> <td>154,073</td> </tr> <tr> <td>Total new images added</td> <td>954,252</td> </tr> </table> <p>*this includes the 414,841 historical images loaded from the jail image database.</p> <p>Since DMV loaded the 415,000 historical jail photos onto their image server in July and August 2012, DMV has been receiving daily feeds of new photos captured at the county jails that accounted for an additional 106,000 photos. DMV expects to continue to receive approximately 340 photos from the jails on a daily basis in addition to the approximately 2,000 photos captured on a daily basis through the driver license issuance process.</p>	April 1, 2012 – June 30, 2012	150,837	July 1, 2012 – September 30, 2012	515,151*	October 1, 2012 – December 31, 2012	134,191	January 1, 2013 – March 31, 2013	154,073	Total new images added	954,252
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Total new images added	954,252										
Regional Reviewer's Conclusion	<p>Check one</p> <p><input type="checkbox"/> Measurable performance improvement <i>has</i> been documented</p> <p><input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented</p> <p><input type="checkbox"/> Not sure</p>										
If "has not" or "not sure": What remedial guidance have you given the State?											
Comments											

Regional Reviewer:

## **Section 405 Application – Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

### **Nebraska Impaired Driving Low-Range State MAP-21 Section 405**

#### **How FY2014 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) Impaired Driving Public Information and Education Initiatives
- 8) Judicial Impaired Driving Related Training
- 9) Alcohol Licensee Owner/Manager/Server/Seller Training

## **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 riders 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 2012 – June 2013

Adams County Community College Hastings	Buffalo County Nebraska Safety Center UNK Kearney	Douglas County Dillion Bros Harley Omaha	Douglas County National Safety Council Omaha	Lancaster County Nebraska Safety Council Lincoln																																																																																																																																																								
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## Nebraska Motorcycle Safety Education Course Sponsors - April 2013

Area	Name	Address	City/Town
Bellevue	<b>Nebraska Motorcycle Safety Training</b> Division of Sarpy County Safety Program	8335 Platteview Rd.,	Papillion, NE 68046
Gering/Scottsbluff	<b>Western Nebraska Motorcycle Training, LLC</b>	150226 Kehn Lane	Gering, NE 69341
Hastings	<b>Central Community College - Hastings Campus</b>	550 S. Technical Blvd, East Hwy 6, PO Box 1024	Hastings, NE 68902-1024
Kearney	<b>Nebraska Safety Center – University of Nebraska - Kearney</b>	227E West Center	Kearney, NE 68849
Lincoln	<b>Nebraska Safety Council</b>	3243 Cornhusker Hwy, Suite A10	Lincoln, NE 68504
Lincoln	<b>Southeast Community College-Lincoln Campus</b>	8800 O St.	Lincoln, NE 68520
Norfolk	<b>Northeast Community College</b>	801 E. Benjamin Ave	Norfolk, NE 68702-0469
Northeast Nebraska	<b>Western Iowa Tech Community College</b>	Box 5199	Sioux City, IA 51102-5199
Omaha	<b>Dillon Brothers Harley-Davidson</b>	3838 N. HWS Cleveland Blvd	Omaha, NE 68116
Omaha	<b>National Safety Council, Nebraska</b>	11620 M Circle	Omaha, NE 68137-2231

## Nebraska Motorcycle 2012 Registration Numbers

According to the most recent available motorcycle registration numbers from the Nebraska Department of Motor Vehicles, there were 52,462 registered motorcycles in the 93 Nebraska counties.

Rider training courses were offered in the following Nebraska counties between April 2012 and March 2013: 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 27,217 (51.9%) 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 27,734 (52.9%).

## Nebraska Motorcycle 2012 Registration Numbers by County

Nebraska Department of Motor Vehicles			
2012 Nebraska Motorcycle Registrations By County			
<b>*Adams</b>	<b>1,001</b>	Jefferson	252
Antelope	340	Johnson	138
Arthur	3	Kearney	270
Banner	24	Keith	295
Blaine	10	Keya Paha	24
Boone	211	Kimball	121
Box Butte	679	Knox	282
Boyd	121	<b>*Lancaster</b>	<b>6,870</b>
Brown	101	Lincoln	1,507
<b>*Buffalo</b>	<b>1,550</b>	Logan	17
Burt	343	Loup	18
Butler	299	<b>*Madison</b>	<b>1,359</b>
Cass	1,175	McPherson	10
Cedar	287	Merrick	287
Chase	154	Morrill	211
Cherry	176	Nance	152
Cheyenne	421	Nemaha	268
Clay	245	Nuckolls	153
Colfax	275	Otoe	548
Cuming	250	Pawnee	91
Custer	428	Perkins	90
Dakota	517	Phelps	390
Dawes	348	Pierce	386
Dawson	648	Platte	949
Deuel	85	Polk	187
Dixon	200	Red Willow	519
Dodge	1,297	Richardson	332
<b>*Douglas</b>	<b>10,116</b>	Rock	37
Dundy	70	Saline	359
Fillmore	248	<b>*Sarpy</b>	<b>4,861</b>
Franklin	97	Saunders	790
Frontier	94	<b>*Scotts Bluff</b>	<b>1,460</b>
Furnas	214	Seward	588
Gage	586	Sheridan	172
Garden	68	Sherman	93
Garfield	61	Sioux	39
Gosper	65	Stanton	264
Grant	12	Thayer	162
Greeley	77	Thomas	19
Hall	1,793	Thurston	149
Hamilton	423	Valley	125
Harlan	157	Washington	750
Hayes	19	Wayne	227
Hitchcock	117	Webster	76
Holt	380	Wheeler	29
Hooker	14	York	512
Howard	224	State	1
<b>State Motorcycle Registrations Total</b>			<b>52,462</b>
<b>Counties with Courses Represented</b>			<b>27,217</b>
<b>Percent of Counties with Courses Represented</b>			<b>51.9%</b>
<b>* Denotes Counties where Motorcycle Courses were held during the previous 12 months.</b>			

## **Motorcycle Impaired Driving Program**

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.

## **Description of Nebraska Impaired Driving Program**

The NOHS has a comprehensive statewide impaired driving program, with emphasis in the state's 23 priority target counties (those counties with the highest number of fatal and serious injury crashes). A total of 40,087 (76.4%) of the states registered motorcycles are located in these 23 counties. These 23 counties represent 81.5% 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 OmahaPolice Department (OPD) for the past four 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 "Be Cyclogical" motorcycle safety campaign. 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 2014 HSP SUBMITTED WITH PLAN

State: Nebraska

June 26, 2013

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA-14-01-00-00	160,000.00	160,000.00	0.00	160,000.00	160,000.00	0.00
PA-14-02-00-00	4,000.00	4,000.00	0.00	4,000.00	4,000.00	0.00
AL-14-06-00-00	222,559.00	278,198.75	0.00	222,559.00	222,559.00	222,559.00
AL-14-09-00-00	95,000.00	33,250.00	0.00	95,000.00	95,000.00	9,500.00
AL-14-10-00-00	395,000.00	256,750.00	0.00	395,000.00	395,000.00	158,000.00
AL-14-11-00-00	35,000.00	43,750.00	0.00	35,000.00	35,000.00	35,000.00
AL-14-12-00-00	100,000.00	85,000.00	0.00	100,000.00	100,000.00	60,000.00
AL-14-17-00-00	111,294.00	139,117.50	0.00	111,294.00	111,294.00	111,294.00
AL-14-18-00-00	75,000.00	93,750.00	0.00	75,000.00	75,000.00	75,000.00
AL-14-25-00-00	25,000.00	31,250.00	0.00	25,000.00	25,000.00	25,000.00
AL-14-39-00-00	120,975.00	151,218.75	0.00	120,975.00	120,975.00	120,975.00
AL-14-40-00-00	124,198.00	155,247.50	0.00	124,198.00	124,198.00	124,198.00
AL-14-41-00-00	10,000.00	12,500.00	0.00	10,000.00	10,000.00	10,000.00
OP-14-03-00-00	80,000.00	28,000.00	0.00	80,000.00	80,000.00	8,000.00
OP-14-04-00-00	350,000.00	227,500.00	0.00	350,000.00	350,000.00	140,000.00
OP-14-05-00-00	20,723.00	25,903.75	0.00	20,723.00	20,723.00	20,723.00
OP-14-38-00-00	80,000.00	100,000.00	0.00	80,000.00	80,000.00	80,000.00
PT-14-27-00-00	50,000.00	52,500.00	0.00	50,000.00	50,000.00	40,000.00
TR-14-30-00-00	20,000.00	15,000.00	0.00	20,000.00	20,000.00	10,000.00
TR-14-31-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
DD-14-13-00-00	65,000.00	42,250.00	0.00	65,000.00	65,000.00	26,000.00
DD-14-22-00-00	30,500.00	38,125.00	0.00	30,500.00	30,500.00	30,500.00
IS-14-19-00-00	50,000.00	37,500.00	0.00	50,000.00	50,000.00	25,000.00
IS-14-21-00-00	25,000.00	11,250.00	0.00	25,000.00	25,000.00	5,000.00
IS-14-23-00-00	142,000.00	63,900.00	0.00	142,000.00	142,000.00	28,400.00
IS-14-24-00-00	20,000.00	9,000.00	0.00	20,000.00	20,000.00	4,000.00
SC-14-32-00-00	25,000.00	11,250.00	0.00	25,000.00	25,000.00	5,000.00
SC-14-35-00-00	25,000.00	16,250.00	0.00	25,000.00	25,000.00	10,000.00
SE-14-26-00-00	89,955.00	112,443.75	0.00	89,955.00	89,955.00	89,955.00
SE-14-33-00-00	50,000.00	62,500.00	0.00	50,000.00	50,000.00	50,000.00
SE-14-34-00-00	60,000.00	75,000.00	0.00	60,000.00	60,000.00	60,000.00
<b>14+ TOTAL NHTSA</b>	<b>\$2,671,204.00</b>	<b>\$2,374,905.00</b>	<b>\$0.00</b>	<b>\$2,671,204.00</b>	<b>\$2,671,204.00</b>	<b>\$1,584,104.00</b>
405 Funds	115,000.00	28,750.00	0.00	115,000.00	115,000.00	0.00
405b-13-09-00-00	58,547.00	14,636.75	0.00	58,547.00	58,547.00	0.00
405b-14-09-00-00	58,547.00	14,636.75	0.00	58,547.00	58,547.00	0.00
405b-13-10-00-00	29,050.09	7,262.52	0.00	29,050.09	29,050.09	0.00
405b-14-10-00-00	29,050.09	7,262.52	0.00	29,050.09	29,050.09	0.00
405b-13-11-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
405b-14-11-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
405b-13-12-00-00	6,453.00	1,613.25	0.00	6,453.00	6,453.00	0.00
405b-14-12-00-00	6,453.00	1,613.25	0.00	6,453.00	6,453.00	0.00
405b-13-13-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
405b-14-13-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
405c-13-01-00-00	245,900.00	61,475.00	0.00	245,900.00	245,900.00	0.00
405c-14-01-00-00	165,000.00	41,250.00	0.00	165,000.00	165,000.00	0.00
405c-13-02-00-00	68,000.00	17,000.00	0.00	68,000.00	68,000.00	0.00
405c-14-02-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405c-13-03-00-00	11,000.00	2,750.00	0.00	11,000.00	11,000.00	0.00
405c-14-03-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405c-13-11-00-00	35,634.00	8,908.50	0.00	35,634.00	35,634.00	0.00
405c-13-14-00-00	157,125.00	39,281.25	0.00	157,125.00	157,125.00	0.00
405c-14-14-00-00	136,450.00	34,112.50	0.00	136,450.00	136,450.00	0.00
405c-13-15-00-00	35,634.00	8,908.50	0.00	35,634.00	35,634.00	0.00
405c-14-16-00-00	50,000.00	12,500.00	0.00	50,000.00	50,000.00	0.00
405d-13-02-00-00	175,000.00	43,750.00	0.00	175,000.00	175,000.00	0.00
405d-14-02-00-00	175,000.00	43,750.00	0.00	175,000.00	175,000.00	0.00
405d-13-03-00-00	125,000.00	31,250.00	0.00	125,000.00	125,000.00	0.00
405d-14-03-00-00	125,000.00	31,250.00	0.00	125,000.00	125,000.00	0.00
405d-13-04-00-00	55,000.00	13,750.00	0.00	55,000.00	55,000.00	0.00
405d-14-04-00-00	55,000.00	13,750.00	0.00	55,000.00	55,000.00	0.00
405d-13-05-00-00	250,000.00	62,500.00	0.00	250,000.00	250,000.00	0.00
405d-14-05-00-00	250,000.00	62,500.00	0.00	250,000.00	250,000.00	0.00
405d-13-06-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
405d-14-06-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
405d-13-07-00-00	225,000.00	56,250.00	0.00	225,000.00	225,000.00	0.00
405d-14-07-00-00	225,000.00	56,250.00	0.00	225,000.00	225,000.00	0.00
405d-13-08-00-00	163,125.00	40,781.25	0.00	163,125.00	163,125.00	0.00
405d-14-08-00-00	163,125.00	40,781.25	0.00	163,125.00	163,125.00	0.00
405d-13-09-00-00	250,000.00	62,500.00	0.00	250,000.00	250,000.00	0.00
405d-14-09-00-00	250,000.00	62,500.00	0.00	250,000.00	250,000.00	0.00
405f-13-01-00-00	75,000.00	18,750.00	0.00	75,000.00	75,000.00	0.00
405f-14-01-00-00	75,000.00	18,750.00	0.00	75,000.00	75,000.00	0.00
405f-13-02-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
405f-14-02-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
408 Funds	162,100.00	40,525.00	0.00	162,100.00	162,100.00	0.00
410 Funds	0.00	0.00	0.00	0.00	0.00	0.00
2010 Funds	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00

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



June 26, 2013

Fred E Zwonechek  
Administrator  
Nebraska Office of Highway Safety