



State of Nebraska

Traffic Records Assessment

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National Highway Traffic Safety Administration

Technical Assessment Team





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Introduction

This Traffic Records Program Assessment is the second of the online question-and-answer evaluations of Nebraska's Traffic Records component systems. This review is built upon the assessment of five years ago. Since the last assessment, Nebraska has worked diligently in all areas and should be commended for the strides made towards improving the traffic data systems. Where there are opportunities to move the component systems closer to the Advisory ideal, the State acknowledges those opportunities and appears to have the necessary foundation to accomplish several goals before the next Traffic Records Assessment.

The strength of a State's strategic plan can often predict how successful the State's Traffic Records Coordinating Committee is in implementing key strategies necessary to make needed improvements in their records systems. Nebraska's Traffic Records Coordinating Committee (TRCC) is comprised of an Executive Committee, a Core Team and a Technical Subcommittee as outlined in the charter and strategic plan. Nebraska should be commended for assembling a TRCC with representatives from all six traffic records systems. The challenge for Nebraska in the near future is leveraging the extensive partnerships forged through this committee to enhance quality control and project management of on-going and proposed traffic records projects. The effort of the dedicated traffic safety professionals throughout this assessment would indicate these enhancements are well within reach.

Module leaders for the assessment created thoughtful considerations to assist Nebraska in the implementation of improvements during the next assessment cycle. The State is encouraged to review these considerations and access the many tools available through the National Highway Traffic Safety Administration including using the Advisory as a resource for developing, prioritizing, and executing new projects and programs or applying for a GO Team, CDIP, or MMUCC mapping to help with assessment recommendations or other traffic records initiatives identified by the TRCC.

The State of Nebraska should be commended for the progress and accomplishments since the last assessment and is poised to meet the challenges ahead. Most important to the future success of any endeavor undertaken is the group of dedicated professionals across all systems in Nebraska evidenced in the assessment process and results.





Assessment Results

A traffic records system consists of data about a State’s roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress’ Fixing America’s Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State’s Governor’s Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

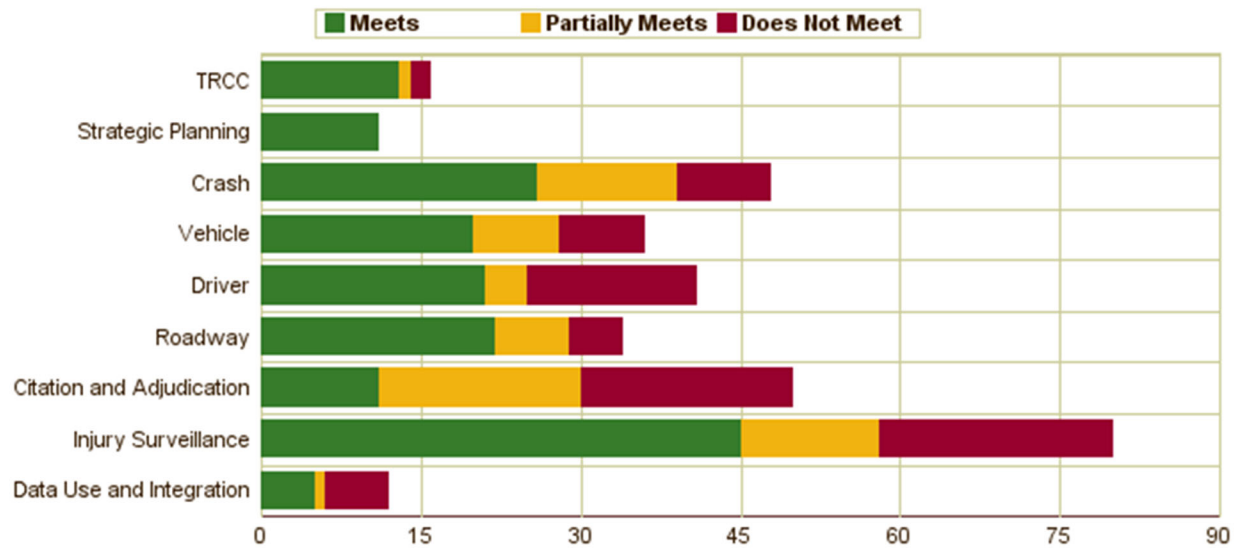
Out of 328 assessment questions, Nebraska met the Advisory ideal for 174 questions (53%), partially met the Advisory ideal for 66 questions (20%), and did not meet the Advisory ideal for 88 questions (27%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Nebraska met the criteria outlined in the Traffic Records Program Assessment Advisory 81% of the time for Traffic Records Coordinating Committee Management, 100% of the time for Strategic Planning, 54% of the time for Crash, 56% of the time for Vehicle, 51% of the time for Driver, 65% of the time for Roadway, 22% of the time for Citation and Adjudication, 56% of the time for EMS / Injury Surveillance, and 42% of the time for Data Use and Integration.





Figure 1: Rating Distribution by Module



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

The following section provides Nebraska with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Nebraska flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- Consider conducting a training needs assessment which would identify the needs of the core data systems users. That assessment could be used to monitor and track the various trainings.





- Consider a single statewide traffic records inventory. Having a single inventory that agencies can feed into might make it easier to maintain and easy for anyone needing to use it.

Summary

Nebraska's Traffic Records Coordinating Committee (TRCC) is comprised of an Executive Committee, a Core Team and a Technical Subcommittee as outlined in the charter and strategic plan. The roles and responsibilities for each is also defined in the charter as well as the strategic plan. Nebraska should be commended for having a well-functioning two-tiered TRCC, Core Team and Technical Subcommittee that have representatives from all six traffic records systems. This structure works well for the State.

Nebraska's TRCC fosters meaningful coordination among stakeholders and serves as a forum for discussion of the State's traffic records programs and challenges. Discussions regarding the State's investment in traffic records projects and potential projects are routine.

The TRCC has created a Strategic Plan that has advanced key projects into implementation. They have regular participation from the core data system users at each meeting. The TRCC monitors the progress of the projects through updates provided during TRCC meetings. The Core Team and technical subcommittee are responsible for the development of the plan while the Executive committee reviews and approves the plan.

The TRCC reviews and identifies core system performance measures during every 5-year Traffic Records Assessment. They also monitor the progress of these core system performance measures each year.

Custodial agencies do include the TRCC when major projects or system redesigns are being planned. This is demonstrated by agencies including the TRCC Coordinator when developing and launching the new DMV Vehicle Records system and when planning and launching the e-crash, e-citations and e-court filing with the Nebraska Crime Commission and Nebraska State Patrol. Also, the Nebraska Department of Transportation did include TRCC members in the planning, selection and launching of the new crash records system.

Currently, the State does not have a complete traffic records inventory. However, they are continuing to work with all data managers to develop their systems records inventory. It would be beneficial for the State to continue working towards completing the inventory. A comprehensive traffic records inventory is a useful document to ensure that data is accessible to all who need it to make sound decisions.

An area needing attention is the issue of overseeing quality control and quality improvement programs impacting the core data systems. The TRCC is positioned to achieve success here, once implemented, this type of control will be ongoing.

The TRCC should expand training across all core systems. Are stakeholders recruiting others to be placed as projects are implemented and future projects are being discussed? Having people in place now gaining





familiarity with the committee and the strategic plan, will keep the positive momentum going. Nebraska's TRCC is performing key functions very well and achieving excellent results.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- The State should consider having the sub-committee formalize processes used by the TRCC to propose ideas for adoption.
- The State might consider working with a business analyst during project planning and adding estimated life cycle cost to the Plan's project description.

Summary

Nebraska's Strategic Plan is updated annually by the TRCC. The Strategic Plan addresses data and data system deficiencies, it lists projects, funding and considers lifecycle costs and new technologies. The Plan is created by the Traffic Records Coordinating Committee (TRCC), Core Team and Technical Subcommittees and final approval is provided by the Executive Committee.

One aspect of the Strategic Plan to be improved upon relates to documentation of processes used by the TRCC to prioritize projects, establishing performance measures and capturing training needs. While informal processes do provide some insight, a more formal process would allow the committee to develop a Strategic Plan that considers traffic records systems comprehensively.

The Strategic Plan has a comprehensive list of deficiencies for each data system component. The core team conducted a baseline evaluation of each of the systems to identify deficiencies and how to address them. The goals identified are the TRCC's priorities for improving the traffic records system over the next five years.

The TRCC establishes specific projects for each priority within the plan. The projects are assigned to a lead agency/contact that is responsible to update the TRCC at each meeting on the progress. Each project is created with the specific goal, timeline and funding if necessary. Each project is discussed at the meetings and is updated in the TRCC plan annually. Members of the TRCC are invited to attend a special Strategic Highway Safety Plan meeting to review the current Traffic Records Program priority programs and projects list when a potential program or project may be brought to the TRCC Chair for consideration.

The TRCC Core Team has the responsibility to identify and address technical assistance needs. The State has identified some training needs in the Strategic Plan. The Core Team may also establish a Technical Subcommittee to provide more targeted traffic records planning and program implementation. The State could benefit from a training needs assessment which would identify the overall needs of the system users for all of the core areas. As with any planning process there are always opportunities to improve. The State might want to consider the suggestions to enhance the Strategic Plan.





The State may want to propose adding the estimated life cycle cost to the Strategic Plan's project description. Having an awareness of when system upgrades may be needed will help with budget planning for the future. Life cycle costs may go beyond software, hardware and implementation costs and include software maintenance costs and data storage costs.

The State doesn't have a formal process for coordinating with Federal systems, but some projects in the Strategic Plan have focused on improvements into the Federal data systems. The State indicates when developing the TRCC Strategic Plan, the recommendations from the NHTSA Traffic Records Assessment are incorporated. Updates are made to the crash records database to follow the current MMUCC recommendations. While no language is in the Strategic Plan indicating that the State considers federal systems in its planning, the project themselves do take into consideration benefits of the State system improvements to meet federal system needs.

Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- The Nebraska DOT maintains an excellent crash information system. However, additional improvement remains possible. The State clearly has procedures for detecting and addressing errors and a robust system of policies and procedures. However, a full set of documentation should be developed as part of the update as seems to be the intent.
- Additionally, the primary manner in which the Nebraska DOT might build on their data entry quality control processes is by establishing additional robust performance measures. This could include a formal process of assessing crash data quality (timeliness, accuracy, completeness, uniformity, accessibility, and integration), by utilizing performance management information available in the National Highway Traffic Safety Administration's (NHTSA), "Model Performance Measures for State Traffic Records Systems". Each performance measure should have a listed measure, a statement of how the listed measure is calculated, a baseline measure, a yearly measure to compare against the baseline, and a yearly goal to meet. The State should work to convert current measures to true performance measures.
- Finally, though active roadway representation is part of the Traffic Records Coordinating Committee (TRCC), a regular data quality report that includes the performance measures could be shared. The state should include a data quality discussion as part of the TRCC project discussion, if this is not currently being performed. This discussion should be facilitated by the development of performance





measures.

Summary

The Nebraska Department of Transportation (Nebraska DOT) is the agency responsible for collecting and maintaining the crash information system for public roads within the State. The Nebraska DOT maintains crash records for approximately 35,000 crashes annually, with the crash frequency having trended upwards the past five years. Nebraska has also experienced roughly 200 fatal crashes and between 218 and 248 fatalities the past five years, with both generally trending upward the past ten years.

Crash data resides in the cloud hosted by Amazon Web Services with a nightly download to an internal Nebraska DOT SQL database used for reporting. Nebraska has recently updated their Crash Information Database (CID) which went live January 1, 2021. The new, statewide crash report form and database were designed per Model Minimum Uniform Crash Criteria (MMUCC) version 5. However, as the State has only recently implemented the form, database, data dictionary, edit checks, and validation rules remain under development with a target date of June 2021. Due to ongoing development, the data dictionary does not currently indicate data elements populated through links with other databases.

Nebraska DOT is developing a data dictionary for the updated crash report form and database for all data elements within CID. The State maintains documents regarding policies and procedures regarding crash data with the only apparent current issue the ongoing crash report form update development. CID has inherent quality assurance and quality control processes built-in to perform edit checks and validations. The system allows error checking and pattern analysis which helps identify problems and identify training needs and adjustments. However, not all processes have been documented nor completed currently; for example, the retention and archival storage policies are pending approval.

The Nebraska crash system interfaces with the driver records system and the vehicle records system, enabling the population of driver and vehicle data as the crash information is being collected. However, the interface with the roadway system is not available to officers but only available to later processes and personnel in the data stream. Additionally, the interface with the citation and adjudication and the EMS is currently non-existent, though a project investigating the former is underway.

As noted previously, Nebraska recently updated the State crash data report form and crash database with many updated features implemented or planned to be implement. The State also has the beginnings of performance measures in that goals and metrics exist. However, the State did not elaborate regarding baseline and actual values for that base value, yearly goal, and yearly measure which provides an additional opportunity for improvement.

Vehicle Recommendations

4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.





Considerations for implementing your Vehicle recommendations

- Process flow documents for each of the titling and registration processes, in addition to the content in Help Topics would be beneficial. Development of process flows can act as a Continuous Improvement Process which facilitates discussion of correct procedures, ensures employees are aware of and following policy and helps to alleviate repetitive or unnecessary steps.
- Performance measures for the various quality attributes of the data in the vehicle system would be beneficial, even for an effective data system like Nebraska's vehicle system. Measurement on a regular basis ensures that quality does not degrade unnoticed and problems are corrected in a timely manner.

Summary

Nebraska's vehicle data system includes a number of best practices. The system's custodial responsibility resides with the State Department of Motor Vehicles. The State validates Vehicle Identification Numbers using VINtelligence software. The system operates in real-time and provides data to NMVTIS in real-time as well.

Although the driver and vehicle data systems for the State are separate, the personally-identifiable information is collected using the same conventions of the driver system, making linkage or integration possible. The vehicle data system incorporates AAMVA brands and records title brand history as is noted on the NMVTIS system. Stolen vehicles are flagged in the Nebraska system as well. The State participates at the Enhanced level in the PRISM system.

The data dictionary for the Vehicle data system contains data element definitions and notes edit checks that are embedded into the system. Correction authority for obvious errors is afforded and further correction authority is based on the employee's job title or role.

The processes are outlined in the Help Topics, an on-line application which provides step-by-step instructions to assist employees with questions and procedures. The State does not have process flows documented, relying instead on the Help Topics. It might be effective to develop process flows, so that all processes are documented outside the system, with time for each step, which is captured by the system, but not documented in process flows. Development of process flow documents helps to ensure that employees are aware of appropriate procedures, provides a review to ensure that all steps are necessary and not redundant and acts as a review for employees of current procedures. Printed process flows would also allow the time for each step to be documented in a single location. It is noted that several procedures are managed by "Help Topics" but are not formalized, such as how high frequency errors are used to update forms, training, system documentation and embedded edits.

Neither sample-based audits nor trend analyses are performed regularly. A review of a small percentage of transactions would help to ensure that transactions are being performed correctly; perhaps with a slightly larger percentage review of the riskier and more unique types of transactions.





There are no performance measures or goals listed for the vehicle system. When an excellent system has been developed, it is often assumed that performance measures are unnecessary due to the quality checks built into the data system. However, statutory changes, staff turnover, transaction growth and time are all potential concerns for data quality. Degradation of data quality can be slow and difficult to observe, but also difficult to address if not caught in a timely manner. Regular measure of a set of quality performance attributes would ensure that no issues occur without detection. Performance measures also help to identify what the State is doing effectively, and the vehicle data system appears to be an effective, thorough system.

Driver Recommendations

5. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations

- Nebraska should develop a data dictionary for the driver system with detailed definition and valid data values for each data element. A data dictionary is critical to ensure consistent understanding of the content and meaning of each data element in the driver system. Also, Nebraska should establish protocol and guidance pertaining to the maintenance and updating of the data dictionary. Documentation such as a data dictionary is invaluable to data users and developers when the driver system is updated or replaced.
- The State should consider developing a process flow diagram that includes information on all key step-by-step data process flows. This diagram should also include information about the time it takes for each step. A process flow diagram is valuable for different current and future procedural and policy reviews and/or improvement attempts.
- Nebraska should consider establishing a separate DUI tracking system to monitor DUI offenders by all those who contact them, including courts, probation, alcohol evaluators, education/therapy providers, ignition interlock providers, etc. Such a system ensures that all court-ordered sanctions and requirements have been met prior to re-licensure. As such, a DUI tracking system should track an offender from arrest through compliance. A DUI tracking system may also allow Nebraska to have a thorough understanding of the scope and prevalence of DUI incidents in the State, which is essential to make informed decisions regarding DUI control.
- The State should consider developing a formal data quality control program for its driver data system, which would give Nebraska measurable indicators of the driver system data quality attributes (i.e., how accurate, timely, complete, etc. is data in the driver system). Establishing performance measures of timeliness, accuracy, completeness, uniformity, integration, and accessibility, and tracking values for these measures over time, would provide data managers and data users with tools to efficiently recognize areas within the driver system that need to be improved.





Summary

The Nebraska Department of Motor Vehicles has custodial responsibility for the Nebraska driver data system, which contains driver records of all drivers in the State, including commercially licensed drivers. The Nebraska driver system captures information about novice driver training, motorcycle training, and driver improvement course completion. The original issuance dates for driver licenses, permits, and endorsements are kept in the driver system for 10 years.

The Nebraska driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) system. In addition, Nebraska uses the State-to-State (S2S) program to exchange driver history information electronically with other States.

The Nebraska driver data system's procedures and processes are well established and comprehensive. The State's driver system is supported with automated edit checks and data validation criteria that must be met before data is entered into the driver system. Nebraska however, does not have sufficient documentation related to the driver system's processes and procedures. The driver system does not have a data dictionary, or similar document, which defines each field. The Nebraska driver licensing process was not outlined in the process flow diagram.

Nebraska has well established and comprehensive error correction procedures. Some of the error correction requests are transferred electronically, and some are handled via manual process. All error correction procedures are documented. Nebraska has thorough procedures and policies to prevent fraud in identification, licensing, and internal procedures as well as commercial driver's licensing. Some of these policies and procedures are tied to the State's participation in the S2S program. Unlike many other States, Nebraska uses the facial recognition program prior to the driver license issuance. The State has procedures regarding the appropriate system and information security and policies to track and release information from the driver system are well defined and based on the Uniform Motor Vehicle Records Disclosure Act (UMVRDA).

The State's crash and driver data systems are linked. The crash report data are present on the driver record reflecting crash involvement within the past three years. The Nebraska driver system contains DUI conviction data that are reported by the courts. However, Nebraska does not maintain a separate DUI tracking system. The Nebraska DMV can grant access to the driver data system to law enforcement and court personnel.

Nebraska has established procedures to update training contents based on the occurrence of high frequency errors. The State does not perform periodical independent sample-based audits for the driver system. Similarly, comparative and trend analyses of the driver system data are not conducted. Data quality feedback is not communicated to data collectors and data managers.

The Nebraska driver data system is well maintained, and in many aspects meets the ideals that are specified





in the Traffic Records Program Assessment Advisory. Like most States, Nebraska does not have a formal, comprehensive data quality management program for its driver data system, and the State has not established performance measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility of its driver system.

Roadway Recommendations

7. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
8. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations

- The State should think about developing a way to allow the regional and local agencies the ability to access the enterprise roadway information system.
- Document both the steps taken to produce and analyze data quality as well as the process for correcting any errors found.
- Develop a formal process documenting steps taken to incorporate new elements into the roadway information system. This could be as simple as a flow chart showing the steps.

Summary

The State of Nebraska has approximately 98,000 miles of roadway. The State is responsible for around 10,000 of those miles which carry approximately 63.5% of the vehicle miles traveled (VMT), the city streets carry around 26% of the VMT and the county has approximately 11% of the VMT. All public roadways are located using a single compatible location referencing system.

The State's enterprise information system consists of the Integrated Highway Inventory (IHI) mainframe system for roadway and traffic elements and the NBIS database for bridge information. Nebraska recently implemented a new crash database that allows crashes to be located using the State's linear referencing system. All information can be mapped together and used for safety analysis as each of the States discrete roadway information systems are interfaced. This system is restricted to the NDOT staff and there is no on demand access for regional or local agencies.

Nebraska Department of Transportation (NDOT) collects 36 of the 38 MIRE Fundamental Data Elements (FDEs). The only two FDEs not collected are area type and interchange influence area on mainline freeways. Most of the FDE's (28) are collected for all public roads by the Materials and Research Division, the remaining eight, which include the Average Annual Daily Traffic (AADT) related elements, are collected by the Traffic Analysis Unit but does not include information for all public roads. The AADT is





collected for all national functional classifications 1-6 but not for classification 7 (local roads). The AADT at all intersections is not specifically defined. An additional 32 MIRE elements (non-FDEs) are collected, 26 collected by the Materials and Research Division include data for the State highways only.

A list of the elements collected by NDOT are maintained in the IHI database. The NDOT IT department has a data dictionary that includes a definition of element but does not include the data collection guidelines. Collection guidelines can be found in the Nebraska Traffic Monitory System documentation (TMS). However, the guidelines are for the Traffic Analysis Unit data collection. This information in the data dictionary and the TMS apply to all public roads where the data has been collected. All data elements are collected by NDOT. Lane mile reports are collected by local agencies and are submitted to NDOT from local agencies using the guidelines found in the State's new Lane Mile Report Guidance manual. The staff at NDOT process the information into the IHI system.

There are no formal processes or documented steps for new elements being added or when existing elements are removed or changed within the roadway information. Changes to the dictionary are done when requested or when the change occurs. There are also no formal steps for archiving the historical data as it all is maintained within the system.

There is no formal process for prioritizing and updating errors found in the database. Edit checks are run and data collectors are responsible for correcting their own errors. Corrections for an error that has a large impact is done at the time of the error's discovery. It could possibly trigger a data table rebuild and data is replicated for other applications. Small errors that do not impact the lane mile allocation are corrected on the next inventory update.

Nebraska uses their data to produce segment based, intersection based, and cluster-based safety analysis in their Hazardous Location Analysis (HLA) report. This report is used to help identify locations for possible safety improvement. Crash risk analysis is conducted by roadway feature. One of the roadway features, the presence of paved shoulder, was analyzed and the results can be found in the document "2021 28 Foot Top Study".

The TRCC has developed a strategic plan which includes information on each of the six data systems. The roadway data system includes performance measures for each of the six performance measures with values provided.

Overall Nebraska has a solid system. They could improve their system by documenting many of the procedures for updating their enterprise system. Additional performance measures would ensure they are achieving the best results in all six areas of performance.

Citation and Adjudication Recommendations

10. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices





identified in the Traffic Records Program Assessment Advisory.

11. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- Data quality management reports are not provided to the TRCC for regular review. It is suggested the TRCC explore the opportunities for each of the component areas to report data quality management reports at their regular meetings for review. This can be done in the form of project and/or system performance reporting.
- Nebraska's citation and adjudication systems have limited interfaces with the vehicle, driver or crash systems to collect information and carry out administrative actions. It is suggested the State explore the possibilities available through the existing systems to collect traffic record information to address possibilities of data linkages and integration.
- Address accuracy, uniformity, integration, and accessibility performance measures tailored to the needs of citation systems managers and data users. Include current baseline or actual values associated with any aspect of citation processing. Address numeric goals-performance metrics for each citation system performance measure. Reference NHTSA's Model Performance Measures for Traffic Records Guideline to address all performance measures associated with citation and adjudication measures.
- Nebraska does not have a DUI tracking system. It is suggested the State explore the systems that exist to create a DUI tracking system to include BAC, any drug testing results, and performance measures. Explore opportunities and collaboration with citation/adjudication, driver/vehicle and law enforcement systems to exchange, link, or integration traffic records data.

Summary

Nebraska has a unified case management system, used by all trial courts in the State. It appears the case management system, JUSTICE, is in alignment with NCSC as it was utilized to establish the NCSC requirements. The JUSTICE system does distinguish between the administrative handling of court payments in lieu of court appearances and court appearances. All disposition and appeal outcomes are maintained by the courts and dispositions are transmitted to the Department of Motor Vehicles electronically. This information is also shared electronically with the Crime Commission (NCJIS). In addition, conviction/disposition on a moving violation is entered into JUSTICE and the conviction is sent electronically to MVD's driver system. The court records management system has a retention schedule with appropriate authority approvals by the Nebraska Secretary of State.

Nebraska State Statute 29-423 gives the Supreme Court authority to prescribe the citation form and Nebraska Supreme Court Rule 6-1463 outlines the format of the citations which includes unique numbering assigned by the Administrative Office of the Courts (AOC). Traffic violations committed by juveniles are recorded in JUSTICE and these offenses are adjudicated and transmitted to the Department of





Motor Vehicles electronically. The citation system has a retention schedule with appropriate authority approvals by the Nebraska Secretary of State.

Prosecutors determine if a citation is deferred or dismissed. A citation can be deferred or dismissed within the JUSTICE system, but not all deferrals make it to the case management system. Dismissed charges/cases are recorded on cases filed in the courts case management system with a disposition type of dismissed. When charges/cases are dismissed, the information is not transmitted to the Department of Motor Vehicles because the defendant was not convicted. Only convictions are transmitted and a dismissal is not considered a conviction. Dismissals cannot be used to identify subsequent or repeat offenses when charging an individual because the defendant was not previously convicted.

The Nebraska Criminal Justice Information System (NCJIS) provides access to a wide variety of criminal justice systems, including DMV driving history and PCH (Patrol Criminal History). Also, available are data on jail/corrections holds, probation, court records, vehicle data, parole and various other systems. DUI convictions and traffic-related felonies are reported in accordance with NIBRS guidelines as of January 1, 2021. UCR compliance still exists and is currently maintained in alignment with NIBRS. It should be noted that citation administration utilizes the same alignments.

The State has systems for tracking administrative driver penalties and sanctions. The State has processes for driver's license revocation, how administrative actions are filed, and how the required penalties or sanctions are tracked by the DMV and/or the courts. Other penalties or sanctions such as an order revoking or impounding a license, ordering an individual not to drive, allowing an interlock ignition or giving prior suspension credit, are transmitted via an interface to DMV and processed and tracked by the DMV.

Injury Surveillance Recommendations

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations

- EMS, hospital discharge, and vital records data: Institute integration performance measures for each data system that is included in the CODES linkage and any other data system as it is added. Goals are the expected number of linkages against which actual linkages are measured. Assess linkages, monitor over time and use the results to inform data quality (what is not linking and why) as well. Informal measuring is being performed so formalizing performance measures for integration can be implemented easily and quickly making this the first of the six considerations.
- Formalize the data quality reviews at the State level for the EMS data. It is apparent that data quality is a priority for the Nebraska Office of Emergency Health Systems. The periodic review of data can identify those data elements that are commonly inaccurate or missing even when the overall validation score is within the margin of error as well as identify validation and business rules that may be performing incorrectly.





- Include the emergency department data in the CODES linkage. Emergency department visits far outnumber those admitted as inpatients. The nature of injuries and charges stemming from emergency department visits due to motor vehicle crashes adds value to the data and informs decision-makers when looking to introduce legislation (i.e., graduated licensing, restraint use).
- Conduct periodic data quality reviews of the emergency department and hospital discharge data beyond E- and N-codes. Though collected and processed by the Nebraska Hospital Association, the State may want to ensure that critical data elements, or the most used or requested data elements, contain expected values and are logically consistent. Errors or inconsistencies in the data should be reported to the Nebraska Hospital Association.
- Share data quality reports with the State TRCC and CODES Advisory Committee. The data quality reports for the trauma registry data do not have to identify patients, providers, or trauma centers but give a general understanding as to any issues that may prohibit the integration or use of the trauma data with respect to motor vehicle crash injuries and traffic safety. This consideration is applicable to the vital records data as well.

Summary

An injury surveillance system is a valuable resource intended for use by the public, researchers, State agencies, public health officials, and anyone with a vested interest in public health and safety. An injury surveillance system provides information about the characteristics and trends in non-fatal injuries, identifies emerging injury problems, identifies at-risk persons, and informs decision-making for programs and policies. Regarding traffic records, an injury surveillance system that includes crash records can describe the true nature and severity of injuries sustained by person involved in a motor vehicle crash by the status of the vehicle occupant, by the type of restraint system used – or not used, by the type of vehicle involved in the crash, by crash location or by any number of other crash and person characteristics.

The burden of motor vehicle injuries in Nebraska is quantified using four of the five injury surveillance system components – emergency medical services, hospital discharge, trauma registry, and vital records - within the Nebraska Health and Human Services. After a brief period without, an epidemiologist has been hired to continue the linking of crash, EMS, hospital discharge, and vital records data for the Crash Outcome Data Evaluation System (CODES). Nebraska is to be commended for its continued work on the CODES project and its efforts towards data quality. CODES has a long history in the State and has proved to be a valuable resource for traffic safety stakeholders. It is apparent that data quality is a priority for the State and though not always a formal process, efforts are made to ensure the collection and use of quality data.

The State's EMS patient care report collection software is ImageTrend. Nebraska Rules and Regulations Title 172 NAC 12 requires compliance with the highest standard by NEMSIS; to that end, the statewide EMS data is NEMSIS v3.4.0 compliant. The Office of Emergency Health Systems (OEHS) uses the EMS data to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes as well as to identify problems, evaluate programs, and allocate resources, both as a disparate system and as a component of CODES.





The State has not established numeric goals for timeliness, completeness, accuracy, or uniformity, though Nebraska Rules and Regulations set requirements for some. Nebraska does measure against the statutory requirements for timeliness and completeness. Accuracy is measured through the validation score produced by ImageTrend; that score is an overall score and does not indicate which data elements are not meeting requirements. The disadvantage to an overall score is the inability identify trends or commonly inaccurate data.

As with most states, there is a reliance on the validation rules inherent to data collection software to ensure data quality. Records not meeting criteria requirements are not accepted into the system. Periodically measuring performance of critical data elements for completeness, accuracy, and uniformity ensures the validation and business rules are performing as expected. EMS services are inspected on a triennial basis and validation scores are verified. Services that do not meet the 100% validation rule within a margin of error are found to be out of compliance.

Nebraska does not maintain a data quality review process at the statewide level nor does the OEHS conduct periodic comparative and trend analyses to identify unexplained differences in the EMS data across years and services. Data quality issues are addressed at the OEHS end-user group meetings and data quality feedback is solicited. EMS Annual Data Quality Assessment Reports are shared with the State TRCC as well as the CODES Advisory Committee.

The Nebraska Hospital Association (NHA) is responsible for collecting and maintaining emergency department and hospital discharge data, as well as quality assurance processes and procedures for that data. The NHA, in compliance with Nebraska Statutes and Regulations, provides the data to the Nebraska Department of Health and Human Services (DHHS) as the State's public health authority. The NHA contracts with HT4 Technology to cleanse, compare, and store the data. HT4 reviews critical data elements and conducts de-duplication process to ensure accurate records.

Hospital discharge data is a component of the CODES linkage and in that capacity, it is used to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes as demonstrated in the CODES Management Reports. Emergency department data has been used in the past to track the frequency, severity, and nature of injuries sustained in motor vehicle; no evidence of recent use was provided. Both emergency department and hospital discharge data are available for analysis and can be used to identify problems, evaluate programs, and allocate resources. Aggregate emergency department and hospital discharge data are available through the DHHS; data can be requested through an application process and approval is required.

Nebraska Rules and Regulations establish accuracy and completeness requirements for E-codes and N-codes; both must score 100%. Data quality reviews are conducted by the Department of Health and Human Services on E- and N-codes. The data quality reports are provided to the State TRCC and the CODES Advisory Committee.





Nebraska's trauma registry was established under the Nebraska Statewide Trauma Systems Act; the trauma registry resides within the DHHS OEHS. Nebraska's trauma registry is used to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State. Additionally, the data is available for analysis and used to identify problems, evaluate programs, and allocate resources. However, use of the data for these purposes is limited to internal uses due to lack of resources.

ImageTrend is the State's software vendor; validation rules within the software ensure inclusion criteria are met and that the data adhere to the National Trauma Data Bank standards. The State maintains a comprehensive trauma registry data dictionary. ISS codes are calculated automatically based on the selected AIS codes. Nebraska Rules and Regulations set requirements for timeliness, completeness, timeliness, and uniformity; accuracy is addressed in the trauma registry data dictionary.

A Trauma Nurse Specialist within the OEHS reviews reports for data quality issues; data quality and timeliness issues are addressed directly with the trauma centers. The Trauma Nurse Specialist is responsible for educating the trauma staff to ensure continued data quality. A data quality review of trauma registry data is not performed at the State level.

Data quality feedback from key users is communicated to trauma registry data collectors and data managers. Trauma data quality assurance committee meetings held bi-annually include a data quality as a regular agenda item; trauma data collectors and managers suggest data quality improvement strategies. Scheduled reports listing which data elements are incomplete are sent periodically to designated trauma centers. The OEHS trauma program hosts an annual Trauma Nurse Coordinator training day in which feedback is also solicited regarding the trauma registry. It is unclear if data quality reports are made available to the State TRCC.

Nebraska's DHHS maintains the vital records database of deaths, births, and other related events. Vital records data, integrated with the crash, EMS, and hospital discharge data as part of the CODES project, is used to track the occurrence of motor vehicle fatalities in the State and informs the CODES management reports.

The Nebraska vital events system is built in accordance with National Center for Health Statistics standards; edit checks and validation rules are inherent to the system. Quality control reviews are not conducted at the State level; rather, a quality review of each death record is conducted. Records with incomplete or questionable data are rejected or sent back to the provider for correction and resubmission. Aggregate vital records data is available to outside parties for analytical purposes; data requests must go through and be approved by the DHHS. The Office of Vital Records does not produce nor make available data quality management reports that would be intended for the State TRCC.

Each agency contributing data to Nebraska's injury surveillance system has implemented select performance measures, some formally and others informally. There is an opportunity to create a baseline for those performance measures not being addressed (as applicable to the agency: timeliness, accuracy,





completeness, uniformity, integration, and accessibility), develop performance goals, and monitor systemic improvements to the data systems. The agencies collecting data rely on the validation rules to ensure completeness, accuracy, and uniformity; however, without periodic monitoring of critical data elements one would not know if the system was not performing as expected. If the State’s legislation contains requirements for timeliness of data submission or accuracy of the data, those requirements can be used as the performance goal; statutory requirements in and of themselves are not performance measures. Nebraska Rules and Regulations set forth not only timeliness requirements but completion, accuracy, and uniformity depending on the data set.

As the agencies evaluate and subsequently monitor the data systems for quality issues, they can simultaneously 1) identify high frequency errors to inform data collection manuals, training content, and software validation rules; 2) develop provider-specific data quality reports for critical data elements, selecting those performance measures which are a priority based on the evaluation of the data system; and 3) develop a template for conducting trend and comparative analyses, from year-to-year or comparing like.

In recent years, data-driven performance management has proven to be critical in meeting grant requirements and rising Congressional expectations. NHTSA has available several publications that address performance measures for traffic records systems, including “Model Performance Measures for State Traffic Records Systems,” (DOT HS 811 441) published February 2011. This publication offers several examples of performance measures not only for the injury surveillance data systems, but for each of the six components that make up a traffic records system.

It would be beneficial to the State if representatives from each of the injury surveillance data systems were to attend the TRCC meetings. It would be of value to both the TRCC and highway safety stakeholders if those representatives submitted a brief description of their system, a data dictionary (including a list of identifiers that would facilitate the integration of the disparate traffic records systems), access instructions, and any limitations to the use and/or release of the data – an injury surveillance data inventory of sorts.

Nebraska’s CODES data includes records spanning from the time of crash through hospital discharge or death (vital records) providing a comprehensive look at the medical and financial outcomes of crashes occurring in the State. Nebraska’s continuing work on CODES and the resulting analyses can be used to implement data-driven traffic safety priorities and other highway safety applications at the State level; to quantify and report on the benefits of safety equipment and legislation; and support State Highway Safety Offices, State Public Health and Injury Prevention Departments, State transportation departments, and other such agencies and traffic safety stakeholders.

Data Use and Integration Recommendations

None





Considerations for implementing your Data Use and Integration recommendations

- Nebraska has injury surveillance and crash data linked through the CODES system. Integrated data within CODES is a valuable resource, but does not seem to be well known. The CODES system was managed by an injury epidemiologist. That position was vacant for several years, and was recently filled. This provides a great opportunity for the State to expand knowledge of and use of the data within CODES.
- The State TRCC is the ideal forum to facilitate and promote data integration and address the governance of integrated data. The multi-disciplinary membership of the State TRCC represents the interests of traffic safety data owners, collectors, managers, and users. Additionally, the TRCC may have the ability to advocate for and fund data integration initiatives. The Nebraska TRCC has been a fiscal and programmatic advocate for integrating crash and injury surveillance data through CODES. The TRCC may also want to advocate for linkage of driver and vehicle data to continue to build data resources for safer transportation in Nebraska.

Summary

Data integration and access to integrated traffic records data sets are increasingly important components of a comprehensive state traffic records system. Linking among the traffic records data sets can add detail to the understanding of each crash event, the roadway environment, and the individuals and vehicles involved.

The State TRCC is the ideal forum to facilitate and promote data integration and address the governance of integrated data. The multi-disciplinary membership of the State TRCC represents the interests of traffic safety data owners, collectors, managers, and users. Additionally, the TRCC may have the ability to advocate for and fund data integration initiatives.

The access to and use of the traffic records data is governed by the individual agencies that collect and maintain the data. Governance of integrated data takes into account the privacy and confidentiality regulations applicable to the various data sets after integration. According to the Traffic Records Program Assessment Advisory, 2018 Edition, "Data governance includes a set of documented processes, policies, and procedures that are critically important to integrate traffic records data. These policies and procedures address and document data definitions, content, and management of key traffic records data sources within the State. Such data standards applied across platforms and systems provide the foundation for data integration and comprehensive data quality management." Again, the State TRCC can serve as the facilitator and aid in the development of the documentation necessary for effective data integration and data governance.

Nebraska decision-makers have access to skilled personnel and tools for assistance with integrated data. At this time, the linked Crash Outcome Data Evaluation System (CODES) (including EMS, crash, vital records) and the roadway-crash integrated dataset are the extent of integrated data in the State. Reports and maps are available to decision-makers and the public via the NDOT Highway Safety Office website. Skilled personnel within the Public Health department are available to assist or provide ad hoc reports based on CODES data.





Nebraska's strong integration systems appear to not be well known, as some of the answers in this module did not recognize that the datasets are linked. This may be due to the fact that the epidemiologist position, that manages CODES, was vacant for several years. The position has recently been filled. This is an opportunity to reach out to partners and increase both understanding of the valuable linked systems as well as expand use of them. Crash linked with injury morbidity and mortality data provide detailed information about crash dynamics and locations, and use of safety devices, linked with injury severity and outcomes resulting from the crashes.

In the 2016 assessment, roadway data was manually linked to crash data. Of note, NDOT has allocated funding for and is planning to implement a safety analysis software in late 2021 that will integrate roadway data with crash data for safety analysis. This will eliminate the need to integrate "as needed" and enable the State to maintain an integrated data set for any type of safety analysis. Roadway data that can be linked to crash and injury surveillance data, provides valuable guidance for future prevention efforts as well as allocation of resources to improve traffic safety.

The TRCC promotes data integration to the extent that it supports and assists with funding for the Crash Outcome Data Evaluation System (CODES) project that links EMS, crash, and vital records death data. A newer project, NTIP, produces a crash and citation/law enforcement integrated data set. The Nebraska Crime Commission established the SAC (Statistical Analysis Center) which is completing the application Justice Data Transformation System. This application dynamically queries datasets and matches the disparate data via 1000's of deterministic and probabilistic sequences and produces de-identified datasets for research purposes. While the Justice Data Transformation System isn't used in traffic safety applications the State may want to consider its use for integrating traffic records data systems.

Driver and vehicle datasets are not currently integrated with other datasets. This is a useful area to explore with future funding.








Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting ‘meets’, ‘partially meets’, or ‘does not meet’. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

System	Rating Changes from Last Assessment		
	 Meets	 Partially Meets	 Does not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	0	0	0
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	+1	-1	0
Crash Data System			
Description and Contents of the Crash Data System	0	0	0
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	-1	+4	-3
Procedures and Process Flows for Crash Data Systems	0	+1	-1
Crash Data Systems Interface with Other Components	+2	+1	-3
Data Quality Control Programs for the Crash System	+2	+2	-4
Vehicle Data System			
Description and Contents of the Vehicle Data System	0	0	0
Applicable Guidelines for the Vehicle Data System	+1	-1	0
Vehicle System Data Dictionary	0	0	0
Procedures and Process Flows for the Vehicle Data System	+2	+1	-3





Vehicle Data System Interface with Other Traffic Record System Components	0	+1	-1
Data Quality Control Programs for the Vehicle Data System	-1	+3	-2
Driver Data System			
Description and Contents of the Driver Data System	0	+1	-1
Applicable Guidelines for the Driver Data System	0	0	0
Data Dictionary for the Driver Data System	0	0	0
Procedures and Process Flows for the Driver Data System	0	0	0
Driver System Interface with Other Components	+1	-1	0
Data Quality Control Programs for the Driver System	+1	-1	0
Roadway Data System			
Description and Contents of the Roadway Data System	-1	+1	0
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	+1	-1	0
Procedures and Process Flows for the Roadway Data System	+1	0	-1
Intrastate Roadway System Interface	0	0	0
Data Quality Control Programs for the Roadway Data System	0	+1	-1
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	+1	-1	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	0	0	0
Data Dictionary for the Citation and Adjudication Data Systems	0	+1	-1
Procedures and Process Flows for the Citation and Adjudication Data Systems	0	+1	-1
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-6	-2	0
EMS – Guidelines	-3	0	0
EMS – Data Dictionary	-3	-1	0
EMS – Procedures & Processes	-6	0	-2
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	-2	+2	0
Emergency Department and Hospital Discharge – Quality Control	+1	+3	-4
Trauma Registry – Quality Control	-1	+1	0
Vital Records – Quality Control	+1	+1	-2





Emergency Department - System Description	0	0	+2
Emergency Department – Data Dictionary	+1	0	0
Emergency Department – Procedures & Processes	+2	0	0
Hospital Discharge – System Description	+2	+1	0
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	0	0	+1
Trauma Registry – System Description	+2	0	0
Trauma Registry – Guidelines	+2	0	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+1	+1	0
Vital Records – System Description	0	+1	0
Vital Records – Data Dictionary	+1	0	0
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	-2	+1	+1
<i>Total Change</i>	+5	+20	-25





Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.





Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	Onsite Kickoff Meeting
	Monday, Week 1 – 12pm EST, Friday, Week 3	Round 1 Data Collection: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	Round 1 Analysis: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	Review Period: State reviews the assessors’ initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	Onsite Review Meeting: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	Round 2 Data Collection: State provides final response to the assessors’ preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	Round 2 Analysis: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative (“no,” don’t know,” etc.)”. These responses constitute an acceptable answer and will receive a “does not meet” rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.





Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	February 17, 2021
Begin first Q&A Cycle	February 17, 2021
End first Q&A Cycle	March 05, 2021
Begin Review Period	March 18, 2021
Onsite Meeting	March 30, 2021
Begin second Q&A Cycle	March 30, 2021
End second Q&A Cycle	April 16, 2021
Assessors' Final Results Complete	May 03, 2021
Final Report Due	May 14, 2021
Debrief	May 19, 2021





Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. *Does the TRCC membership include executive and technical staff representation from all six data systems?*

Meets Advisory Ideal

Nebraska's TRCC membership consists of an Executive Committee, a Core Team and Technical Subcommittees. Each committee and team has roles defined in the Nebraska Traffic Records System Plan.

Change Notes: Rating Unchanged.

2. *Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?*

Meets Advisory Ideal

The Executive TRCC members has the power to direct their respective agency resources as documented in their TRCC Charter. It was stated that "The Executive members will often send a representative from their agency to represent them at the TRCC meetings as shown on the attached TRCC Minutes:". The minutes from the TRCC meetings was provided to show the agency leaders who participated in the meetings.

Change Notes: Rating Unchanged.

3. *Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?*

Meets Advisory Ideal

Custodial agencies do include the TRCC when major projects or system redesigns are being planned. This is demonstrated by agencies including the TRCC Coordinator when developing and launching the new DMV Vehicle Records system and when planning and launching the e-crash, e-citations and e-court filing with the Nebraska Crime Commission and the Nebraska State Patrol. Also, members of the TRCC have been included in the planning, selection and launching of the new Crash Records system with the Nebraska Department of Transportation.

Change Notes: New Question.

4. *Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?*

Meets Advisory Ideal





The TRCC is well integrated with the IT department with many of the TRCC members serving as their agency liaison for consulting for IT planning. All IT decisions are approved by the Nebraska information services group, Office of the Chief Information Officer (OCIO) which are consulted on every It project.

Change Notes: Rating Unchanged.

5. *Is there a formal document authorizing the TRCC?*

Meets Advisory Ideal

Nebraska has a charter that authorizes the committee, it details responsibilities and outlines its role and mission.

Change Notes: Rating Unchanged.

6. *Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

Nebraska's TRCC has a diverse membership with multiple working level groups. The committee provides leadership and coordination required to develop and implement a strategic plan. The Charter describes role/responsibility for the Plan's development and approval. A great example of their coordination, is the development of a data governance project.

Change Notes: Rating Unchanged.

7. *Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?*

Meets Advisory Ideal

The Nebraska Highway Safety Office is charged with the responsibility of administrating and overseeing all federal highway safety funds Sections 402 and 405. The Highway Safety Office Administrator is the Chair of the TRCC and has the overall responsibility for the TRCC. The TRCC serves a primary role in the development of the TRCC Strategic Plan, including establishing priorities for the implementation of those traffic record system initiatives. The Highway Safety Office relies upon the TRCC for their recommendations and support related to projects that are submitted for approval.

Change Notes: Rating Unchanged.

8. *Does the TRCC identify core system performance measures and monitor progress?*

Meets Advisory Ideal

Performance measures for all core areas are included in the strategic plan. Performance measure progress is monitored and updated each year and the tables are revised with each assessment.

Change Notes: Rating Unchanged.





9. *Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?*

Meets Advisory Ideal

The TRCC fosters meaningful coordination among stakeholders and serves as a forum for discussion of the State's traffic records programs, challenges, and investments as documented in the minutes of the TRCC meetings of the past year.

Change Notes: Rating Unchanged.

10. *Does the TRCC have a traffic records inventory?*

Does Not Meet Advisory Ideal

Currently, the State does not have a complete traffic records inventory. However, they are continuing to work with all data managers to develop their systems records inventory. An Excel file was provided stating which systems have completed their systems record inventory and those that are working on their systems record inventory. The reason for the Does Not Meet Advisory Ideal is due to the fact that no evidence of any systems record inventory has provided, it was only stated that it was completed and available.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

11. *Does the TRCC have a designated chair?*

Meets Advisory Ideal

The State does have a TRCC designated chair and this information is documented in their 2021 TRCC Executive Roster.

Change Notes: Rating Unchanged.

12. *Is there a designated Traffic Records Coordinator?*

Meets Advisory Ideal

Nebraska has a designated TRCC coordinator, who serves as the point of contact for all traffic records questions and activities.

Change Notes: Rating Unchanged.

13. *Does the TRCC meet at least quarterly?*

Meets Advisory Ideal

The State's TRCC does meet at least quarterly and this is documented within their 2021 TRCC Minutes.

Change Notes: Rating Unchanged.

14. *Does the TRCC review quality control and quality improvement programs impacting the core data systems?*

Does Not Meet Advisory Ideal

While the TRCC discusses updates for each project during their TRCC meeting, there is no





mention of the discussion of quality control and quality improvement programs impacting the core data systems.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

15. *Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?*

Partially Meets Advisory Ideal

The State's TRCC does assess and coordinate efforts among many of the stakeholders involving technical assistance needs. An example provided was the update to the crash reports where most of the TRCC members were involved to ensure all data was included that is necessary. Recently, there was discussion for the need of training stakeholders on the new MMUCC 5 crash form.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

16. *Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds?*

Meets Advisory Ideal

The State's TRCC's program planning and coordination efforts does reflect traffic records improvement funding sources beyond § 405(c) funds. This is evident in the implemented by the Nebraska Department of Motor Vehicles (DMV) using the State DMV cash funds. Also, a new crash database was launched this year and was almost completely funded by State funds.

Change Notes: Rating Unchanged.

Strategic Planning for Traffic Records Systems

17. *Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?*

Meets Advisory Ideal

The State Traffic Records Strategic Plan does address existing data and data systems areas of opportunity and documents how these are identified. The TRCC Core Team has conducted a baseline evaluation of each of the six systems and identified additional deficiencies. Baselines, goals/objectives and performance measures were identified for quality categories where projects were identified to address deficiencies. The State provided supporting documentation.

Change Notes: Rating Unchanged.

18. *Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?*

Meets Advisory Ideal

The Strategic Plan identifies Nebraska's deficiencies and their approach to address each through





the various traffic records projects. TRCC Core Team conducted a baseline evaluation of each of the six systems and identified additional deficiencies. The goals identified are the TRCC's priorities for improving the traffic records system over the next five years.

Change Notes: Rating Unchanged.

19. *Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The performance measures are based on a review of each of the six core data systems. The TRCC Core Team conducted a baseline evaluation of each of the six systems and identified additional deficiencies. The performance measures will be used to measure progress towards achieving the goals for each system.

Change Notes: Rating Unchanged.

20. *Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The TRCC establishes specific projects for each priority within the plan. The projects are assigned to a lead agency/contact that is responsible to update the TRCC at each meeting on the progress. Each project is created with the specific goal, timeline and funding if necessary. Each project is discussed at the meetings and is updated in the TRCC plan annually. Members of the TRCC are invited to attend a special Strategic Highway Safety Plan meeting to review the current Traffic Records Program priority programs and projects list when a potential program or project may be brought to the TRCC Chair for consideration.

Change Notes: Rating Unchanged.

21. *Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The TRCC Core Team has the responsibility to identify and address technical assistance needs. The State has identified some training needs in the strategic plan. The Core Team may also establish a Technical Subcommittee to provide more targeted traffic records planning and program implementation. The State could benefit from a training needs assessment which would identify the overall needs of the system users for all of the core areas.

Change Notes: Rating Unchanged.

22. *Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

After projects are accepted, the TRCC adds the projects to the table in the plan with responsibilities assigned. All core systems are outlined in the Strategic Plan, updated at least annually with all of the performance measures included. The projects for improving any of the





measures are noted in the tables as well.

Change Notes: Rating Unchanged.

23. *Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The TRCC, made up of representatives from both State and Local agencies is tasked with the responsibility and authority to review and recommend improvements, which does include the integration of State and local data needs and goals, into the TRCC Strategic Plan. A sub-committee for e-citations is also very active and meets regularly to address objectives related to implementation of e-citation statewide.

Change Notes: Rating Unchanged.

24. *Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?*

Meets Advisory Ideal

The TRCC supports new technology. There are examples of projects in the strategic plan that demonstrate support of the latest technology.

Change Notes: Rating Unchanged.

25. *Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?*

Meets Advisory Ideal

The State performs a lifecycle review of every project before approved as noted in the attached review form and as a project in the plan.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

26. *Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?*

Meets Advisory Ideal

The State doesn't have a formal process for coordinating with federal systems, but some projects in the strategic plan have focused on improvements into the federal data systems. The State indicates when developing the TRCC Strategic plan, they incorporate the recommendations from the NHTSA Traffic Records Assessment. Updates are made to the Crash records database to follow the current MMUCC recommendations. While no language is in the strategic plan indicating that the State considers federal systems in its planning, the project themselves do take into consideration benefits of the State system improvements to meet federal system needs.

Change Notes: Rating Unchanged.





27. *Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?*

Meets Advisory Ideal

The TRCC Strategic plan is updated annually and approved by the Executive Committee. The plan is re-written every five years after every Traffic Records Assessment.

Change Notes: Rating Unchanged.

Description and Contents of the Crash Data System

28. *Is statewide crash data consolidated into one database?*

Meets Advisory Ideal

The State consolidates the statewide crash data into one database using the Cloud and Amazon Web Services from which the data is extracted on a nightly basis. The State provided evidence per the Suggested Evidence.

Change Notes: Rating Unchanged.

29. *Is the statewide crash system's organizational custodian clearly defined?*

Meets Advisory Ideal

State statute defines the organizational custodian clearly. The State provided evidence per the Suggested Evidence.

Change Notes: Rating Unchanged.

30. *Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?*

Meets Advisory Ideal

The State has criteria meeting ANSI D-16 for traffic crashes and fatal traffic crashes. The State provided evidence per the Suggested Evidence.

Change Notes: Rating Unchanged.

31. *Does the State have criteria requiring the submission of injury crashes to the statewide crash system?*

Meets Advisory Ideal

The State has criteria meeting ANSI D-16 for traffic crashes and injury-involved traffic crashes. The State provided evidence per the Suggested Evidence.

Change Notes: Rating Unchanged.

32. *Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?*

Meets Advisory Ideal

The State has criteria meeting ANSI D-16 for traffic crashes and property damage only traffic





crashes that exceeds \$1,000 for any one party. The State provided evidence per the Suggested Evidence.

Change Notes: Rating Unchanged.

33. *Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?*

Meets Advisory Ideal

State statute requires reporting of reportable crashes within 10 days of the crash. The State provided evidence per the Suggested Evidence.

Change Notes: New Question.

34. *Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?*

Meets Advisory Ideal

The State reports that the statewide crash system records crashes that occur in non-trafficway areas if that crash is reported and meets reportability requirements. Identification of these non-trafficway crashes is enabled through a data element that meets ANSI D-16 standards and MMUCC 5th Edition guidelines.

Change Notes: Rating Unchanged.

35. *Is data from the crash system used to identify crash risk factors?*

Meets Advisory Ideal

Through narrative and provided reports, the State described various analyses and reports using crash data to identify crash risk factors.

Change Notes: Rating Unchanged.

36. *Is data from the crash system used to guide engineering and construction projects?*

Meets Advisory Ideal

Through narrative and provided reports, the State described a crash history review and safety improvement recommendation process as well as a high crash location review process.

Change Notes: Rating Unchanged.

37. *Is data from the crash system regularly used to prioritize law enforcement activity?*

Meets Advisory Ideal

The State provides a portal that law enforcement agencies throughout the State can access and produce reports on a real-time basis. The State Patrol receives crash data on a regular basis and can request detailed reports on request. The data are used to prioritize scheduling and location of law enforcement resources.

Change Notes: Rating Unchanged.





38. *Is data from the crash system used to evaluate safety countermeasure programs?*

Meets Advisory Ideal

The State conducts a benefit-cost evaluation for every HSIP fund project which includes before-after crash data review and societal costs compared with construction costs. Additionally, the State uses crash data to review effectiveness of implemented safety improvement projects to improve future safety project selection.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

39. *Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?*

Meets Advisory Ideal

The State has used MMUCC guidance to revise the current crash report form and has plans to regularly review the crash report form per updated MMUCC guidance. Per the State response to Question 46, including provided prior MMUCC mapping examples, there exists a process.

Change Notes: Rating Unchanged.

40. *Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?*

Meets Advisory Ideal

The State uses ANSI D.16, MMUCC, FARS, and state statutes to create the crash system data dictionary definitions.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

41. *Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?*

Partially Meets Advisory Ideal

The State recently updated the statewide crash report form and currently the process for documenting each data element definition and allowable values/attributes is underway, to be completed June 2021. Thus, the rating is essentially technically Partial though Full should be achieved June 2021.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

42. *Does the data dictionary document the system edit checks and validation rules?*

Partially Meets Advisory Ideal





The State recently updated the statewide crash report form and currently the edit checks and validation rules development is underway, to be completed June 2021. Thus, the rating is essentially technically Partial though Full should be achieved June 2021.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

43. *Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?*

Partially Meets Advisory Ideal

The State recently updated the statewide crash report form and currently the process for documenting each data element definition and allowable values/attributes is underway, to be completed June 2021. The State updated response indicates significant progress toward meeting the June 2021 target date.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

44. *Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?*

Partially Meets Advisory Ideal

The State recently updated the statewide crash report form and currently the process for documenting each data element definition and allowable values/attributes is underway, to be completed June 2021. H The State updated response indicates significant progress toward meeting the June 2021 target date.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Procedures and Process Flows for Crash Data Systems

45. *Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?*

Meets Advisory Ideal

All crash reports throughout the State are required to map to and transmit through a system which validates incoming data to ensure completeness and validation rules/processes are met. If these are not met, these reports are rejected and returned to the submitting agency. Additionally, rejected reports are sent to a monitoring group to ensure correction and resubmission.

Change Notes: New Question.

46. *Does the State reevaluate their crash form at regular intervals?*

Meets Advisory Ideal

The State does not reevaluate their crash form at regular intervals. However, the State does adjust per Federal guidance and plans to review the crash form when MMUCC is updated. The State





updated response, both narrative and provided reports, illustrates that the State conducts regular crash form reviews and MMUCC mapping.

Change Notes: New Question.

47. *Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?*

Meets Advisory Ideal

The State does maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the crash data processes including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet. These process were explained and documentation was provided.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

48. *Are the quality assurance and quality control processes for managing errors and incomplete data documented?*

Meets Advisory Ideal

The state has successfully explained their quality assurance and quality control processes for managing errors and incomplete data via a brief narrative. The State Crash Information Database (CID) has inherent quality assurance and quality control processes built-in to perform edit checks and validations. The system allows error checking and pattern analysis which helps identify problems and identify training needs and adjustments.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

49. *Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?*

Partially Meets Advisory Ideal

The State has recently redeveloped the crash data retention policy with user involvement included. The approval of the new retention policy is pending.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

50. *Do all law enforcement agencies collect crash data electronically?*

Partially Meets Advisory Ideal

Though a large majority (83.4%) of crash reports are submitted electronically, not all reports are. The State continues to encourage further use of electronic crash data collection. (A note that the 83.4% here for Q 50 does not agree with the 86.6% for Q 51.)

Change Notes: Rating Unchanged.





51. Do all law enforcement agencies submit their data to the statewide crash system electronically?

Partially Meets Advisory Ideal

Though a large majority (86.6%) of crash reports are submitted electronically, not all reports are. The State continues to encourage further use of electronic crash data collection. (A note that the 86.6% here for Q 51 does not agree with the 83.4% for Q 50.)

Change Notes: Rating Unchanged.

52. Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?

Meets Advisory Ideal

All electronic crash reporting systems must use the State edit check and validation process.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. Does the crash system have a real-time interface with the driver system?

Meets Advisory Ideal

The State indicates through a descriptive narrative that the crash system has a real-time interface with the driver system. When a driver license number is entered into CID, it will validate the input against the state's DMV database. A successful match will "pull" the data from the DMV's database to the CID database. The driver information is populated on the crash form and the officer can review and validate the data. Officers can also use a bar-code scanner to pull in the driver's information if they have the documents to scan.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

54. Does the crash system have a real-time interface with the vehicle system?

Meets Advisory Ideal

The State indicates through a descriptive narrative that the crash system has a real-time interface with the vehicle system. When a vehicle's license number is entered into CID, it will validate the input against the state's DMV database. A successful match will "pull" the data from the DMV's database to the CID database. The vehicle information is populated on the crash form and the officer can review and validate the data. Officers can also use a bar-code scanner to pull in the vehicle's information if they have the documents to scan.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

55. Does the crash system interface with the roadway system?

Partially Meets Advisory Ideal

The State indicates through narrative that the crash system has an interface with the roadway





system. However, while NDOT has implemented a new crash records database and crash records processing software that includes GIS enabled automatic generation of key roadway information linkage fields from the roadway linear referencing system this is only available to NDOT crash data creators and reviewers and is not currently available to officers.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

56. *Does the crash system interface with the citation and adjudication systems?*

Does Not Meet Advisory Ideal

The State indicates through narrative that the crash system does not currently have an interface with the citation and adjudication system but that it could be. One method for doing so was mentioned by a State responder.

Change Notes: Rating Unchanged.

57. *Does the crash system have an interface with EMS?*

Does Not Meet Advisory Ideal

The State indicates through narrative that the crash system does not currently have an interface with EMS. Rather, the crash data are provided to HHS and these files are then linked to EMS and hospital records for CODES purposes.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Crash System

58. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

The State describes through extensive narrative that automated edit checks and validation rules exist and are implemented.

Change Notes: Rating Unchanged.

59. *Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?*

Meets Advisory Ideal

The State describes through extensive narrative that correction authority exists for crashes passing the automatic edit checks, validation rules, and cross-field rules. Internal NDOT Highway Safety staff in the Location Mapping and Report Validation sections as well as Highway Safety Management staff can edit crash data on the private data side. Highway Safety staff must complete training and demonstrate an understanding of the business rules and crash processes before being granted the ability to adjust the data.





Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

60. *Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?*

Does Not Meet Advisory Ideal

The State does not have a formal documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the reports.

Change Notes: Rating Unchanged.

61. *Does the State track crash report changes after the original report is submitted by the law enforcement agency?*

Meets Advisory Ideal

The State indicates through narrative that crash report changes are tracked and describes the process in brief.

Change Notes: New Question.

62. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State indicates that timeliness performance metrics exist and provides a number of examples of goals and metrics. However, the State did not elaborate regarding baseline and actual values for that base value, yearly goal, and yearly measure. To be a performance measure they State should have (1) listed measure, (2) state how the listed measure is calculated, (3) have a baseline measure, (4) have a yearly measure to compare against the baseline, and (5) have a yearly goal to meet. The State should work to convert their current measures to true performance measures.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

63. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

The State indicates that performance metrics addressing accuracy exist and provided a couple examples but did not elaborate regarding baseline and actual values for that base value, yearly goal, and yearly measure. To be a performance measure they State should have (1) listed measure, (2) state how the listed measure is calculated, (3) have a baseline measure, (4) have a yearly measure to compare against the baseline, and (5) have a yearly goal to meet. The State should work to convert this current measures to a true performance measure.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.





64. Are there completeness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The State indicates that performance metrics addressing completeness exist but did not elaborate regarding baseline and actual values for that base value, yearly goal, and yearly measure. To be a performance measure they State should have (1) listed measure, (2) state how the listed measure is calculated, (3) have a baseline measure, (4) have a yearly measure to compare against the baseline, and (5) have a yearly goal to meet. The State should work to convert their current measures to true performance measures.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

65. Are there uniformity performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The State indicates that performance metrics addressing uniformity exist and provided a couple examples but did not elaborate regarding baseline and actual values for that base value, yearly goal, and yearly measure. To be a performance measure they State should have (1) listed measure, (2) state how the listed measure is calculated, (3) have a baseline measure, (4) have a yearly measure to compare against the baseline, and (5) have a yearly goal to meet. The State should work to convert their current measures to true performance measures. sure.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

66. Are there integration performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State declares through narrative that integration performance measures do not exist but that the recently implemented Crash Information System (CID) has been designed to incorporate this functionality. The performance measure should have a name, an explanation, a base value, a yearly goal, and a yearly measure.

Change Notes: Rating Unchanged.

67. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State declares through narrative that accessibility performance measures do not exist but that the recently implemented Crash Information System (CID) has been designed to incorporate this functionality. The performance measure should have a name, an explanation, a base value, a yearly goal, and a yearly measure.

Change Notes: Rating Unchanged.





68. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

The State declares through narrative that established numeric goals-performance metrics do not exist but that the recently implemented Crash Information System (CID) has been designed to incorporate this functionality.

Change Notes: Rating Unchanged.

69. *Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?*

Does Not Meet Advisory Ideal

The State declares through narrative that performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency does not exist but that the recently implemented Crash Information System (CID) has been designed to incorporate this functionality.

Change Notes: Rating Unchanged.

70. *Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?*

Does Not Meet Advisory Ideal

The State declares through narrative that detected high-frequency errors are not used currently to prompt revisions, update the validation rules, and generate updated training content and data collection manuals but that the recently implemented Crash Information System (CID) has been designed to incorporate this functionality. The State updated response indicates that the old process, which worked well, will be used to develop the new process.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

71. *Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?*

Meets Advisory Ideal

The State indicates through narrative and provided documentation that quality control reviews are conducted with a brief description of the process.

Change Notes: Rating Unchanged.

72. *Are sample-based audits periodically conducted for crash reports and related database content?*

Does Not Meet Advisory Ideal

The State declares through narrative that sample-based audits are not conducted for crash reports and related database content but that the recently implemented Crash Information System (CID) has been designed to incorporate this functionality.

Change Notes: Rating Unchanged.





73. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?*

Meets Advisory Ideal

The State conducts periodic comparative and trend analyses and described examples of the analyses.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

74. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Meets Advisory Ideal

The State indicates that data quality feedback from key users is accepted, processed, and used to correct the data and update the system.

Change Notes: Rating Unchanged.

75. *Are data quality management reports provided to the TRCC for regular review?*

Partially Meets Advisory Ideal

The State meets quarterly for their TRCC and all TRCC projects are reported on at each quarterly meeting. However, the State response does not address if the state has data quality management reports and if those reports are provided to the TRCC for regular review.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Description and Contents of the Driver Data System

76. *Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?*

Meets Advisory Ideal

The Nebraska Department of Motor Vehicles has custodial responsibility for the Nebraska driver data system, which contains driver records of all drivers in the State, including commercially licensed drivers.

Change Notes: Rating Unchanged.

77. *Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?*

Meets Advisory Ideal

The Nebraska driver system captures information related to novice driver training, motorcycle training, and driver improvement courses, which serve to reduce points for violations. The State provided relevant evidence such as capture of driver improvement course and completion date on driver record. Although the information on the record does not include provider names, the State indicates it is available within the State's files.





Change Notes: Rating Unchanged.

- 78. *Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?***

Partially Meets Advisory Ideal

The State driver data system captures and retains the dates of original issuance for all permits, licensing, and endorsements only for 10 years, not indefinitely.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Applicable Guidelines for the Driver Data System

- 79. *Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?***

Meets Advisory Ideal

The Nebraska driver data system accesses CDLIS and PDPS as part of the license issuance process through AAMVANet. PDPS transactions occur in real time, and CDLIS transactions are batched and updated at 7 pm daily.

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

- 80. *Are the contents of the driver data system documented with data definitions for each field?***

Does Not Meet Advisory Ideal

Nebraska does not have a data dictionary, or similar document, with definitions for each field in the driver data system. A data dictionary with detailed definitions of each data element should be developed to ensure consistent understanding of the content and meaning of each data element captured. Such documentation is invaluable to data users and to developers when the system is updated or replaced.

Change Notes: Rating Unchanged.

- 81. *Are all valid field values-including null codes-documented in the data dictionary?***

Does Not Meet Advisory Ideal

Valid data field values – including null codes - for the Nebraska driver system are not documented in the data dictionary or other appropriate documentation. There is no data dictionary for Nebraska's driver licensing system.

Change Notes: Rating Unchanged.





82. *Are there edit checks and data collection guidelines for each data element?*

Partially Meets Advisory Ideal

Edit checks exist throughout the entire driver license system. However, the State provided a description of edit check and data validation procedures only for limited types of data processing, such as those related to motorcycle waiver and CDL testing. No further information or documentation was provided. This lack of documentation should be remedied with a complete and up-to-date data dictionary for the driver data system.

Change Notes: Rating Unchanged.

83. *Is there guidance on how and when to update the data dictionary?*

Does Not Meet Advisory Ideal

There is no driver system data dictionary, thus no guidance on its update.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Driver Data System

84. *Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?*

Partially Meets Advisory Ideal

The Driver Licensing Services Divisions maintains manuals that contain guidelines and descriptions related to all driver licensing procedures as well as reporting and recording of information that may affect the driver license status. Most of such information (e.g., convictions, driver improvement course, etc.) are reported to the DMV electronically. Out of State convictions are reported and processed manually. Narrative descriptions and information provided by the State (i.e., on the Class O section of the policies and procedures manual to operate a motorcycle) is an insufficient indication that a complete policy and procedure manual exists. Even though much of the data transfer is electronic, policy and procedures should be drafted to address the specifics.

Change Notes: New Question.

85. *Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?*

Does Not Meet Advisory Ideal

The Nebraska driver licensing process is not outlined in process flow documents. The development of process flow documents can assist in the maintenance of a continuous improvement process, in that discussion of processes in order to develop such documents ensures that no repetition exists in the process and that there are no unnecessary steps. The discussions also help to ensure that staff is





aware of correct processes.

Change Notes: Rating Unchanged.

- 86. *Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?***

Meets Advisory Ideal

The Nebraska driver system is supported by established error correction procedures. The State documents any correction or error through notation in the State's files. Some error correction requests are transferred electronically, such as those related to correction of the abstracts of convictions, and some error correction procedures are initiated by the manual process. Most revisions of the existing driver data system manuals and documentation, initiated by error corrections, are manually performed.

Change Notes: Rating Unchanged.

- 87. *Are there processes and procedures for purging data from the driver data system documented?***

Meets Advisory Ideal

Nebraska has well established purge criteria for the driver data system and performs purge on an annual basis in January. Purge criteria and document retention policy dated 2015 was attached as evidence. It is a beneficial practice to review and update this policy annually as well, to ensure no statutory requirements are changed and that the data needs of the system's users are being met by the current policy.

Change Notes: Rating Unchanged.

- 88. *In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?***

Meets Advisory Ideal

Nebraska has the authority to impose administrative driver license suspension based on DUI arrest. The State provided a detailed narrative description of its established procedures that are used for this type of license action. All records of administrative license suspension actions are maintained in the State's document imaging system.

Change Notes: Rating Unchanged.

- 89. *Are there established processes to detect false identity licensure fraud?***

Meets Advisory Ideal

Nebraska has extensive procedures to detect identity license fraud that are performed by the Motor Vehicle Investigation Unit, and are documented in the Standard Operating Procedures/Policies. These procedures include: use of facial recognition software, central issuance (which allows full facial recognition comparisons prior to providing the document to the applicant), use of State-to-State comparisons to ensure the person is not licensed in another State without relinquishing the document prior to Nebraska issuance, and fraudulent document recognition training for the Driver





License Services staff.

Change Notes: Rating Unchanged.

90. *Are there established processes to detect internal fraud by individual users or examiners?*

Meets Advisory Ideal

The State has different policies and procedures to prevent internal fraud attempts by the driver system users or examiners, such as performing audits of driver safety schools and third-party testers, monitoring examiners' performance, tracking employees' access and changes to the driver data system, and daily monitoring of CDL paperwork.

Change Notes: Rating Unchanged.

91. *Are there established processes to detect CDL fraud?*

Meets Advisory Ideal

The State has established policies and procedures to detect CDL fraud, such as auditing and monitoring of all CDL activities by compliance officers, daily review of CDL license issuance, examination of daily reports received by the CDLIS Help Desk, etc.

Change Notes: Rating Unchanged.

92. *Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?*

Meets Advisory Ideal

Nebraska uses the State-to-State (S2S) Verification Service to electronically transfer the Driver History Record to other S2S program participating States.

Change Notes: New Question.

93. *Does the State obtain the previous State of Record electronically upon request?*

Meets Advisory Ideal

Nebraska is the S2S program participant which allows the State to electronically obtain the previous State of Record when needed. The process of using the S2S system to send or retrieve a driver history to/from the prior State of Record is described.

Change Notes: New Question.

94. *Does the State run facial recognition prior to issuing a credential?*

Meets Advisory Ideal

Nebraska has the Facial Recognition Program that is utilized prior to the driver license issuance. Detailed description of the program is specified in the Standard Operating Procedures of the Motor Vehicle Investigation Unit that was provided by the State.

Change Notes: New Question.





95. *Does the State exchange driver photos with other State Licensing agencies upon request?*

Meets Advisory Ideal

The State participate in the AAMVA's Digital Image Access & Exchange program to exchange driver photos with other States. In addition, Nebraska provides driver photos upon request via manual process.

Change Notes: New Question.

96. *Are there policies and procedures for maintaining appropriate system and information security?*

Meets Advisory Ideal

Nebraska has well established requirements and policies regarding the appropriate system and information security, that are primarily based on the Uniform Motor Vehicle Records Disclosure Act (UMVRDA). As evidence, the State provided a copy of Nebraska's DMV security and privacy requirements as well as the DMV employee manual based on the UMVRDA law.

Change Notes: Rating Unchanged.

97. *Are there procedures in place to ensure that driver system custodians track access and release of driver information?*

Meets Advisory Ideal

The Nebraska DMV has established comprehensive policies and procedures to track access to the driver data system and release of driver information that are based on the UMVRDA law.

Change Notes: Rating Unchanged.

Driver System Interface with Other Components

98. *Does the State post at-fault crashes to the driver record?*

Meets Advisory Ideal

The State's crash and driver data systems are linked, which allows the crash report information to appear on the driver record when a driver record of a driver involved in a crash in the past 3 years is accessed. The State uses the driver license number as a linking variable. Information on at-fault crash involvement is not included because Nebraska does not make at-fault determination at the time of the crash.

Change Notes: Rating Unchanged.

99. *Does the State's DUI tracking system interface with the driver data system?*

Partially Meets Advisory Ideal

The Nebraska driver data system includes DUI convictions data that are reported by the courts. However, Nebraska does not have a separate DUI tracking system that is integrated with the State's driver system. The fact that DUI charges appear on the driver record does not constitute a DUI tracking system. A DUI tracking system is a means by which to monitor DUI offenders by all those who contact them, including courts, probation, alcohol evaluators, education/therapy providers, ignition interlock providers, etc. Such a system ensures that all court-ordered sanctions





and requirements have been met prior to re-licensure. As such, a DUI tracking system should track an offender from arrest through compliance.

Change Notes: Rating Unchanged.

- 100.** *Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?*

Meets Advisory Ideal

Nebraska has an interface between the State's driver data system and the Problem Driver Pointer System (PDPS), the Commercial Driver License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) system.

Change Notes: Rating Unchanged.

- 101.** *Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?*

Meets Advisory Ideal

Access to the Nebraska driver data system can be granted to law enforcement. The Nebraska DMV has agreements with the Nebraska State Patrol and the Nebraska Commission on Law Enforcement and Criminal Justice that define conditions and requirements for access to information in the driver system.

Change Notes: Rating Unchanged.

- 102.** *Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?*

Meets Advisory Ideal

Nebraska court personnel are granted access to driver system information via a request to the Department of Motor Vehicles and requires signing an Agreement.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Data Quality Control Programs for the Driver System

- 103.** *Is there a formal, comprehensive data quality management program for the driver system?*

Does Not Meet Advisory Ideal

The Nebraska driver system is embedded with edits to ensure some data quality, but there is no active measurement of the effectiveness of those edits or other data quality attributes, comparable to what is envisioned in the NHTSA Advisory in a form of a formal, comprehensive data quality management program for the driver data system.

Change Notes: Rating Unchanged.





104. *Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

The Nebraska DMV has automated edit checks and validation rules that are built into the State's interactive systems, to ensure that entered data agree with acceptable values and satisfy specific data validation criteria. The State provided examples of DMV edits.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

105. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any timeliness performance measures of the driver data system tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.

106. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any accuracy performance measures of the driver data system tailored to the needs of data managers and data users. Even though the driver system has edits and validations, performance measures can determine the effectiveness of those edits and data validation rules.

Change Notes: Rating Unchanged.

107. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any completeness performance measures of the driver data system tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.

108. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any uniformity performance measures of the driver data system tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.





109. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any integration performance measures of the driver data system tailored to the needs of data managers and data users. An example of integration performance measure could be the number of data elements from other traffic records systems with which the driver system is linked (or integrated), or the number of common data elements available through linkage.

Change Notes: Rating Unchanged.

110. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

The State has no specific measure of the accessibility of driver license data to those eligible to access it. An example of such measure is: the percentage of eligible users of the driver system who have access to the system.

Change Notes: Rating Unchanged.

111. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

The State has not developed performance measures, and as such has developed no metrics or goals for data quality measurement. Measures of data quality can act as motivators to data collectors, a means to oversee the data system for data managers, and provide some measure of assurance of integrity for data users, researchers, and analysts. Developing ways to improve data quality is a practical way of ensuring collaboration among data collectors, data managers, and data users.

Change Notes: Rating Unchanged.

112. *Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?*

Meets Advisory Ideal

The State uses detection of frequent errors to make updates to programming and procedural changes. When a specific error is detected, there is an established process to make programming changes to fix the error, and to perform testing. The department also has procedures in place to make changes to training content. Finally, Nebraska's manuals and systems are changed in response to frequent errors, legislative changes or regulatory changes. There does not appear to be a time frame for review of the need to make changes to the documents, as they are updated on an as-needed basis upon change to data collection or legislative requirements or frequency of errors.

Change Notes: Rating Unchanged.

113. *Are sample-based audits conducted periodically for the driver reports and related database contents for that record?*

Does Not Meet Advisory Ideal





Independent sample-based audits are not conducted periodically for the driver data system. These audits can help quickly identify errors in the driver data that may be caused by various reasons such as legislative changes or staff turnover.

Change Notes: Rating Unchanged.

114. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?*

Does Not Meet Advisory Ideal

Periodic comparative and trend analyses are not used to identify unexplained differences in the data across years and jurisdictions. Such analyses are helpful in determining demographic shifts in the State and may be used for strategic planning for traffic safety efforts.

Change Notes: Rating Unchanged.

115. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Does Not Meet Advisory Ideal

Data quality feedback is not provided to data collectors and data managers.

Change Notes: Rating Unchanged.

116. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for regular review. Development of an effective data quality program for the driver system would involve reporting of the measured level of quality attributes to the TRCC regularly. Funding to improve data quality in the traffic records system components should rely on issues or deficiencies that are demonstrated by measured levels of data quality in each component system.

Change Notes: Rating Unchanged.

Description and Contents of the Vehicle Data System

117. *Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?*

Meets Advisory Ideal

The Nebraska Department of Motor Vehicles is the custodial agency for the State's vehicle data system that maintains all vehicle title and registration records.

Change Notes: Rating Unchanged.





118. Does the State or its agents validate every VIN with a verification software application?

Meets Advisory Ideal

Nebraska uses the VINtelligence software to validate VIN numbers whenever a new vehicle is added to the data system or when a title is reissued or updated.

Change Notes: Rating Unchanged.

119. Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?

Meets Advisory Ideal

The State vehicle registration documents are barcoded with standard 2D barcodes that contain the appropriate vehicle and ownership information. A sample document was provided.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Vehicle Data System

120. Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?

Meets Advisory Ideal

Nebraska provides title information to the National Motor Vehicle Title Information System (NMVTIS) through a real-time online process.

Change Notes: Rating Unchanged.

121. Does the vehicle system query NMVTIS before issuing new titles?

Meets Advisory Ideal

Nebraska makes inquiry to NMVTIS prior to any title issuance transaction.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

122. Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?

Meets Advisory Ideal

Nebraska incorporates brand information recommended by AAMVA. A list of the State title brands and definitions was provided.

Change Notes: Rating Unchanged.





123. Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?

Meets Advisory Ideal

The State is a full participant in the Performance and Registration Information Systems Management (PRISM) program at the Enhanced PRISM participation level.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

124. Does the vehicle system have a documented definition for each data field?

Meets Advisory Ideal

A complete data dictionary with definitive documentation for each data field was provided.

Change Notes: Rating Unchanged.

125. Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?

Meets Advisory Ideal

Edit checks for data in the vehicle system are performed and a description of the edits and an example were submitted.

Change Notes: Rating Unchanged.

126. Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?

Meets Advisory Ideal

Nebraska maintains formal documentation with descriptive details and procedural steps for registration, title, and title branding.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Vehicle Data System

127. Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?

Partially Meets Advisory Ideal

Nebraska does not have a process flow diagram for the vehicle data system that depicts the system's key data process flows. The State has some details pertaining to data entry and inputs from external data systems (i.e., VIntelligence, NMVTIS, etc.). These details are maintained in the Help Topics for the vehicle system's main transactions and procedures, such as those for titling and registering vehicles.





Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

128. *Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?*

Meets Advisory Ideal

Stolen vehicles are identified in two ways in the Nebraska vehicle system: By real-time access to NMVTIS and by an automated process whereby entry of stolen vehicle information into NCIC flags the Nebraska vehicle system.

Change Notes: Rating Unchanged.

129. *If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?*

Meets Advisory Ideal

The automated program removes or turns off the stolen flag when the stolen vehicle has been recovered.

Change Notes: Rating Unchanged.

130. *Does the State record and maintain the title brand history (previously applied to vehicles by other States)?*

Meets Advisory Ideal

The State records and maintains title brand history and provided a list of Nebraska's brands, which are the same as those used in NMVTIS.

Change Notes: Rating Unchanged.

131. *Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?*

Meets Advisory Ideal

The Nebraska vehicle data system captures information pertaining to details for the steps from initial event to final data entry into the system. Detailed information related to all steps is maintained in the Help Topics Manager, organized by topic, that serves a purpose of the traditional "user manual". The State provided several Help Topics documents related to different procedural steps for the vehicle system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

132. *Is the process flow annotated to show the time required to complete each step?*

Partially Meets Advisory Ideal

The vehicle data system captures the time required for a variety of processes, but not for each step in the process, nor is there a cohesive process flow in the data collected by the system.

Change Notes: Rating Improved.





From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

133. *Does the process flow show alternative data flows and timelines?*

Partially Meets Advisory Ideal

No process flows or narratives were provided. The Help Topic information from the vehicle system was provided which outlines various steps in processes, but does not provide a definitive step by step for the entire process with alternatives. This information should be collected in a definitive continuous process flow document or narrative, rather than individual processes for ease of understanding the entirety of the processes. As evidence, the State provided a few examples from the Help Topics. However, information on timelines for alternative data flows is not captured.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

134. *Does the process flow include processes for error correction and error handling?*

Meets Advisory Ideal

Nebraska maintains information about the State's error correction procedures for titling and registrations in the Help Topics Manager, which contains details for all vehicle system procedures.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Vehicle Data System Interface with Other Traffic Record System Components

135. *Are the driver and vehicle files unified in one system?*

Partially Meets Advisory Ideal

Although the driver and vehicle systems are separate, they can be linked due to the driver license number being captured in the vehicle system using the driver license barcode. Additionally, personal information collected in the two systems is done in the same manner, so the files are capable of being linked on that basis as well.

Nebraska has certain capability to use the driver system data to reduce errors and enhance functionality of the vehicle data system. For example, the driver system data are used to update drivers' personal information in the vehicle system every night. Also, the driver data are used to populate personal details for title issuance, and the driver license barcode on a driver license document can be scanned to collect the driver license number.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

136. *Is personal information entered into the vehicle system using the same conventions used in the driver system?*

Meets Advisory Ideal

The driver and vehicle files use the same conventions for capture of driver's and vehicle owner's personal information, making linkages of the two systems possible.





Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

137. *When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?*

Meets Advisory Ideal

If the DMV is made aware of a discrepancy in the vehicle system data, a flag is added to the system requiring that it be reviewed and corrected if necessary before a new title or registration document is issued.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

138. *Is the vehicle system data processed in real-time?*

Meets Advisory Ideal

The Nebraska vehicle system data is processed in real-time. The State provided a document which shows minimum, maximum, and average duration times, expressed in seconds, for each vehicle data system transaction type.

Change Notes: Rating Unchanged.

139. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

Documentation was provided showing how edits embedded in the vehicle system prevent completion of an incorrect entry until the discrepancy with the edit requirement had been corrected.

Change Notes: Rating Unchanged.

140. *Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?*

Meets Advisory Ideal

Authority to correct various errors is based on the data enterer's listed role / level of authority. Each level of authority has a pre-defined correction authority.

Change Notes: Rating Unchanged.

141. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Partially Meets Advisory Ideal

Nebraska does not have established timeliness performance measures for the vehicle data system





as it is specified in the Advisory, which includes the baseline and actual values for each. However, the State maintains a document tracking the minimum, maximum, and average times for each transaction type of the vehicle data system. This information has some elements of the timeliness performance measures. The State could improve this information and establish additional elements, such as the baseline values for each transaction type timeliness values. This information can be tracked, monitored, and recognized as measures of timeliness for the processing of the vehicle system data, and, as such, it can be useful to data managers and data users.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

142. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

It is understood that the employees are not DMV staff, but accuracy of the data within the system is a DMV concern. The State has established edit check and data validation procedures for the vehicle data system. In addition, Nebraska would benefit if there were a measure of the accuracy of the vehicle system data that can be tracked and monitored on a regular basis. This would be additional assurance of the accuracy of data in the vehicle system and it can help quickly recognize/prevent potential future error issues.

A measure of data accuracy could help to ensure that the data edits that have been developed are successful in preventing errors in the system or if they need to be tweaked.

Change Notes: Rating Unchanged.

143. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any completeness performance measures of the vehicle data system tailored to the needs of data managers and data users. Although Nebraska seems to have established comprehensive data validation procedures for the vehicle system, which reject a possibility of incomplete data for titling and registrations, it will be beneficial to have a formal completeness performance measures that support this data quality attribute and that are monitored on a regular basis. Perhaps such measure(s) could be established related to the processing of specific vehicle system data (e.g., at the data entry point) that occasionally may be incomplete, regardless of if the system rejects it or not.

Change Notes: Rating Unchanged.

144. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

No uniformity measures have been developed. An example of a uniformity measure would be: The number of standards-compliant data elements in the vehicle database, or obtained via linkage to other databases.

Change Notes: Rating Unchanged.





145. *Are there integration performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any integration performance measures of the vehicle data system tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.

146. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Does Not Meet Advisory Ideal

There are not any accessibility performance measures of the vehicle data system tailored to the needs of data managers and data users.

Change Notes: Rating Unchanged.

147. *Has the State established numeric goals-performance metrics-for each performance measure?*

Does Not Meet Advisory Ideal

The State has no performance measures for the vehicle data system; thus, there are no goals or performance metrics at this time.

Change Notes: Rating Unchanged.

148. *Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?*

Partially Meets Advisory Ideal

Nebraska uses the detection of high frequency errors to update training content and data validation rules. However, the State does have formal procedures related to high frequency errors because they occur infrequently and are easily recognizable. Nonetheless, the process should be formalized.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

149. *Are sample-based audits conducted for vehicle reports and related database contents for that record?*

Partially Meets Advisory Ideal

Nebraska performs several audits related to the vehicle data system. For instance, the Nebraska Auditor's Office performs a comprehensive annual audit of the vehicle data system that includes "financial data, system access, and developer transactions and actions". In addition, the DMV performs some audits as needed when issues arise. The State described recent examples of such audits that were related to accuracy of the vehicle system data. However, for the purpose of this question, these audits do not appear to be equivalent to independent sample-based audits related to quality of the vehicle data system, as specified in the Advisory.





Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

150. *Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?*

Does Not Meet Advisory Ideal

Year-over-year comparisons are conducted and where there are discrepancies, investigation into potential causes is done. Although this is sometimes conducted on financial issues, it is also noted to be conducted on transaction bases, but it does not appear to compare trends year to year across jurisdictions related to quality characteristics of the vehicle data system.

Change Notes: Rating Unchanged.

151. *Is data quality feedback from key users regularly communicated to data collectors and data managers?*

Partially Meets Advisory Ideal

The State indicates it shares any data quality feedback received with its third-party and county operators, but no description of the process was provided, which could have improved this rating.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

152. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Reports about vehicle system data quality are not sent to the TRCC for review. Such reports can help the TRCC determine a strategic plan to remedy data quality issues over time. The component systems with the highest priority concerns could be the first to receive grant funding for system and software upgrades. Such review is important to the strategic monitoring and improvement of the traffic records data system.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

153. *Are all public roadways within the State located using a compatible location referencing system?*

Meets Advisory Ideal

Nebraska has just over 98,000 miles of roadway. All roads are located with a single compatible linear referencing system. A map has been provided to show the roadways.

Change Notes: Rating Unchanged.





154. *Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?*

Meets Advisory Ideal

A map has been provided that shows the roadways with the AADT values. The narrative indicated that the same LRS is used for all public roads.

Change Notes: Rating Unchanged.

155. *Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?*

Meets Advisory Ideal

The State has an enterprise roadway information system that contains roadway and traffic data elements for all public roadways. The State provided a screenshot of the system main page which displays several highway inventory elements. The State noted that bridge information is obtained from the NBIS database.

Change Notes: Rating Unchanged.

156. *Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?*

Partially Meets Advisory Ideal

The State recently implemented a new crash database system that enables location of crashes using the roadway LRS for all public roads. The State provided a sample map as noted in the Traffic Records Advisory Suggested Evidence, but the map and associated files did not include crash data.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

157. *Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?*

Meets Advisory Ideal

Crash risk analysis is done by roadway feature using referencing system fields in the crash, roadway feature and traffic data. The crash data is linked for segment based, intersection based and cluster based safety analysis. The State has provided two examples of how the data is used for safety analysis.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

158. *Are all the MIRE Fundamental Data Elements collected for all public roads?*

Partially Meets Advisory Ideal

The State notes that 36 of the 38 MIRE FDEs are collected but not necessarily for all public roads. The State notes within the narrative a partial list of MIRE FDEs and specifically mentions the two MIRE FDE elements not collected.





Change Notes: Rating Unchanged.

159. *Do all additional collected data elements for any public roads conform to the data elements included in MIRE?*

Partially Meets Advisory Ideal

The State collects 32 MIRE non-FDE's for the State system only. The State provided a listing that includes some of the non FDE elements but did not include the definitions.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

160. *Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?*

Partially Meets Advisory Ideal

The State indicated that they are stored in the IHI database. A screen shot of the list was provided. However there was no information if the data was for all public roadways or just State.

Change Notes: Rating Unchanged.

161. *Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?*

Meets Advisory Ideal

Through narrative, the State indicates that a list of elements is maintained for collected and stored in the roadway database. The State indicates that all MIRE elements collected are included in the data dictionary with a definition of each element.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

162. *Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?*

Meets Advisory Ideal

The State collects all the data. Therefore there are no imports from other agencies.

Change Notes: Rating Unchanged.

163. *Is there guidance on how and when to update the data dictionary?*

Meets Advisory Ideal

The data dictionary is updated when requested or needed. The Nebraska Traffic Monitoring System Documentation (TMS) describes the controls and procedures for updating the data collection guidelines for data collected by the traffic analysis unit.





Change Notes: Rating Unchanged.

Procedures and Process Flows for the Roadway Data System

164. *Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?*

Does Not Meet Advisory Ideal

The State does not have any documented steps for incorporating new elements into the roadway information system.

Change Notes: Rating Unchanged.

165. *Are the steps for updating roadway information documented to show the flow of information?*

Does Not Meet Advisory Ideal

There are no documented steps for updating roadway information in Nebraska's system.

Change Notes: Rating Unchanged.

166. *Are the steps for archiving and accessing historical roadway inventory documented?*

Partially Meets Advisory Ideal

There are no formal steps for archiving historical roadway data in Nebraska's system. However the information can be found in their IHI system.

Change Notes: Rating Unchanged.

167. *Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?*

Meets Advisory Ideal

The State provided documentation for local agencies to follow to collect, manage, and submit roadway data to the statewide inventory system.

Change Notes: Rating Unchanged.

168. *Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?*

Partially Meets Advisory Ideal

The State indicates that all data is entered by the State either directly or by submission to the State by local entities then entered by State staff. The State included a guideline manual that seems to indicate that some compatibility exists but the State did not address this directly in the response.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.





169. *Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?*

Meets Advisory Ideal

The State provided a recently developed guideline document.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Intrastate Roadway System Interface

170. *Are the location coding methodologies for all State roadway information systems compatible?*

Meets Advisory Ideal

Nebraska uses a single LRS system for their roadway information systems.

Change Notes: Rating Unchanged.

171. *Are there interface linkages connecting the State's discrete roadway information systems?*

Meets Advisory Ideal

The State has interfacing links that connect the roadway information systems. They have provided a screen shot of their IHI mainframe system that shows the discrete roadway system data elements and their linkage.

Change Notes: Rating Unchanged.

172. *Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?*

Meets Advisory Ideal

The State uses a single LRS system for all roadway information collected.

Change Notes: Rating Unchanged.

173. *Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?*

Does Not Meet Advisory Ideal

Regional and local agencies do not have access to the State's enterprise roadway information system.

Change Notes: Rating Unchanged.





174. *Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?*

Does Not Meet Advisory Ideal

Regional and local agencies do not have on demand access to the State's enterprise roadway information system.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Roadway Data System

175. *Do Roadway system data managers regularly produce and analyze data quality reports?*

Meets Advisory Ideal

The State runs periodic reports on data quality. They have provided an example of the table edit checks.

Change Notes: Rating Unchanged.

176. *Is there a formal program of error/edit checking for data entered into the statewide roadway data system?*

Does Not Meet Advisory Ideal

The State regularly produces and analyzes data quality reports periodically with a standardized set of table edit checks. However, a formal program was not described.

Change Notes: Rating Unchanged.

177. *Are there procedures for prioritizing and addressing detected errors?*

Partially Meets Advisory Ideal

The State does not have any procedures for prioritizing or addressing detected errors. When an error is found it is prioritized based on the impact of the error. A small error is noted in a spreadsheet and is corrected the next inventory cycle. A significant error corrections are made by an authorized user, possibly triggering a data table rebuild which is then replicated for other applications.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

178. *Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?*

Meets Advisory Ideal

The State provides table edit reports to individual data collectors for correction of their own errors.

Change Notes: Rating Unchanged.





179. *Are there timeliness performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State response indicated that there are timeliness performance measures tailored to the needs of data managers and data users. These are shown on page 13 of the Nebraska Traffic Records System Plan - 2015 - 2021.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

180. *Are there accuracy performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State response indicated that there are accuracy performance measures tailored to the needs of data managers and data users. These are shown on page 13 of the Nebraska Traffic Records System Plan - 2015 - 2021.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

181. *Are there completeness performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State has provided completeness performance measures in their Nebraska Traffic Records System Plan page 13.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

182. *Are there uniformity performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State has provided a uniformity performance measure in their Nebraska Traffic Records System Plan page 13.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

183. *Are there accessibility performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State has provided an accessibility performance measure in their Nebraska Traffic Records System Plan page 13.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





184. *Are there integration performance measures tailored to the needs of data managers and data users?*

Meets Advisory Ideal

The State has provided an integration performance measure in their Nebraska Traffic Records System Plan page 13.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

185. *Has the State established numeric goals-performance metrics-for each performance measure?*

Meets Advisory Ideal

The State has provided metrics for their established performance measures and they attached their Nebraska Traffic Records System Plan with the information which can be found on page 13.

Change Notes: New Question.

186. *Are data quality management reports provided to the TRCC for regular review?*

Meets Advisory Ideal

The TRCC projects are discussed at each quarterly TRCC meeting. The State has provided an example of a TRCC quarterly meeting minutes.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

187. *Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?*

Partially Meets Advisory Ideal

The State does use disposition (and filing and general case) data for analyses of case types, dispositions and other items. Citation data is used by multiple traffic safety organizations in the State for planning and enforcement actions. This along with other citation data is made available on the Highway Safety Office web site for use by all traffic safety organizations (evidence provided). It appears the State has the capability to use citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes. At this time, at the state level, analyses have not yet focused on traffic related events and adjudication impact. The state has automated crash data for mapping and certain statistical analyses, but not citation and adjudication data.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.





188. *Is there a statewide authority that assigns unique citation numbers?*

Meets Advisory Ideal

Nebraska state statute 29-423 gives the Supreme Court authority to prescribe the citation form and Nebraska Supreme Court rule 6-1463 outlines the format of the citations which includes unique numbering assigned by the Administrative Office of the Courts (AOC). Law enforcement agencies including the Crime Commission contact the AOC who in turn assign a unique prefix. A listing of all assigned prefixes is maintained by the AOC. Therefore, it appears the AOC is the authority tracking the unique citation number.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

189. *Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?*

Partially Meets Advisory Ideal

The State describes how citation dispositions are tracked by a statewide citation tracking system and how citation dispositions are transmitted and posted. Any deferrals or dismissals prior to filing with the courts are not tracked nor posted on the courts system. The State certainly has the capability to track citation dispositions both within and outside the judicial branch.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

190. *Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?*

Meets Advisory Ideal

All dispositions and appeal outcomes are maintained by the courts unified case management system. Dispositions are transmitted to the Department of Motor Vehicles electronically each night in a batch job. This information is also shared electronically with the Crime Commission (NCJIS).

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

191. *Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?*

Partially Meets Advisory Ideal

The State courts have a standardized court automation system called JUSTICE, maintained by the AOC. The current system provides for statewide searching across all counties via NCJIS and the creation of standard datasets. The data from all courts except tribal courts is used by the AOC to create annual reports such as Annual Caseload Report. The unified case management system called JUSTICE which was designed and is maintained by the Administrative Office of the Courts (AOC) does NOT include the tribal courts.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.





192. *Is there a statewide system that provides real-time information on individuals' driving and criminal histories?*

Meets Advisory Ideal

The Nebraska Criminal Justice Information System (NCJIS) provides access to a wide variety of criminal justice systems, including DMV driving history and PCH (Patrol Criminal History). Also available are data on jail/corrections holds, probation, court records, vehicle data, parole and various other systems.

Change Notes: Rating Unchanged.

193. *Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?*

Meets Advisory Ideal

The Nebraska Criminal Justice Information System (NCJIS) provides access to a wide variety of criminal justice systems, including DMV driving history and PCH (Patrol Criminal History). Also available are data on jail/corrections holds, probation, court records, vehicle data, parole and various other systems.

Change Notes: Rating Unchanged.

Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems

194. *Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?*

Meets Advisory Ideal

Nebraska UCR NIBRS repository validates UCR offense codes at the statute level. The FBI mandate for NIBRS went into effect on 01/01/2021 mandating NIBRS collection. The UCR Program Manager maintains the UCR offense to Statute crosswalk. Validation rules will label as error incidents that do not have appropriate offense code. No agency is allowed to update their own statute file. Nebraska also maps municipality ordinances also. eCitation administration utilizes the same statute/ordinance service that NIBRS uses.

Change Notes: Rating Unchanged.

195. *Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?*

Partially Meets Advisory Ideal

The State explained that appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines, through the use of the NCC XML Scheme and existing XML Scheme for the previous Uniform Form Citation for the State of Nebraska. All LEA comply with the Uniform Citation Specifications using the courts requirements. However, complete adherence is delayed pending the clarification or development of the NIEM guidelines for eCitation in





Nebraska.

Change Notes: Rating Unchanged.

196. *Does the State use any National Center for State Courts (NCSC) guidelines for court records?*

Meets Advisory Ideal

Nebraska has a unified case management system, used by all trial courts in the State. It appears the case management system, JUSTICE, is in alignment with NCSC as it was utilized to establish the NCSC requirements. Although the State is not in full compliance with NCSC guidelines, it appears the State utilized NCSC guidelines to process court records.

Change Notes: Rating Unchanged.

Data Dictionary for the Citation and Adjudication Data Systems

197. *Does the statewide citation tracking system have a data dictionary?*

Partially Meets Advisory Ideal

The Nebraska Crime Commission maintains a data dictionary for the citation system that is made available to the public on its website. This is packaged with XML/XSD documentation. However, this question requests the statewide citation tracking system data dictionary or, at a minimum, an excerpt thereof, be provided. Since there is not a citation tracking system in place, a data dictionary could not be presented, however, the XML/XSD documentation is evidence that the State will be in a good position to implement a data dictionary within a State citation system.

Change Notes: Rating Unchanged.

198. *Do the courts' case management system data dictionaries provide a definition for each data field?*

Partially Meets Advisory Ideal

The State's case management system, JUSTICE, provides all data definitions. These definitions are used in the interfaces (filing to JUSTICE, citation to JUSTICE) to meet JUSTICE CMS definitions. It would be beneficial for the State to address the JUSTICE data dictionary by providing the dictionary or an excerpt thereof.

Change Notes: Rating Unchanged.

199. *Do the citation data dictionaries clearly define all data fields?*

Partially Meets Advisory Ideal

The Crime Commission publishes a standard data dictionary along with XML/XSD documentation regarding citation data on our website. Data dictionary includes data elements mandated by the NE Supreme Court, but also includes non-mandated data elements in addition to the required fields. It appears Nebraska has two systems that maintain citation data. One is the NCJIS, the citation system. The second system is the Nebraska statewide trial court case management system which also maintains citation data. Therefore, data dictionaries or excerpts should be provided for BOTH





systems. The case management system does not currently have a data dictionary. While the citation system has a data dictionary, the response does not include the data dictionary or, at a minimum, an excerpt thereof.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

200. *Do the courts' case management system data dictionaries clearly define all data fields?*

Does Not Meet Advisory Ideal

The courts' case management system does not have a data dictionary.

Change Notes: Rating Unchanged.

201. *Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?*

Does Not Meet Advisory Ideal

It does not appear the State's citation system has a data dictionary, therefore, the system data dictionary isn't keep up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports.

Change Notes: Rating Unchanged.

202. *Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?*

Does Not Meet Advisory Ideal

The Nebraska statewide trial court case management system does not have a data dictionary. Without data dictionaries for each system, there is no documentation that fields are populated through interfaces with other traffic records system components. The process described appears to be one of sending documents electronically, not one where all data fields are populated through interfaces with other traffic records system components. It is suggested to have the citation data dictionary indicate the data fields that are populated through interfaces with other traffic records system components.

Change Notes: Rating Unchanged.

203. *Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?*

Does Not Meet Advisory Ideal

The Nebraska statewide trial court case management system does not have a data dictionary.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems





204. *Does the State track citations from point of issuance to posting on the driver file?*

Does Not Meet Advisory Ideal

Nebraska does not track citations from point of issuance to posting on the driver file. It is suggested the State explore the possibilities/processes of tracking citations from point of issuance to posting on the driver file. Collaboration between citation initiators (law enforcement) and end users (the Courts and Driver) would be beneficial to the State.

Change Notes: Rating Unchanged.

205. *Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?*

Meets Advisory Ideal

The Nebraska statewide trial court case management system does distinguish between the administrative handling of court payments in lieu of court appearances and court appearances. When a plea is entered it is recorded on each count if the plea was entered by W-Waiver or P-in Person. The case is then closed with a disposition type of either GUILTYWV-Guilty Plea by Waiver or GUILTYCT-Guilty Plea/Admission in Court.

Change Notes: Rating Unchanged.

206. *Does the State have a system for tracking administrative driver penalties and sanctions?*

Meets Advisory Ideal

The State has systems for tracking administrative driver penalties and sanctions. The State described the process for driver's license revocation and provided information demonstrating how administrative actions are filed and how the required penalties or sanctions are processed and tracked by the DMV and/or the courts. In addition, other penalties or sanctions such as an order revoking or impounding a license, ordering an individual not to drive, allowing an interlock ignition or giving prior suspension credit, are transmitted via an interface to DMV and processed and tracked by the DMV.

Change Notes: Rating Unchanged.

207. *Does the State track the number and types of traffic citations for juvenile offenders?*

Meets Advisory Ideal

Traffic violations committed by juveniles are recorded in the trial court's case management system. Juvenile offenses are adjudicated and transmitted to the Department of Motor Vehicles electronically. The electronic transmittal began on May 1, 2019. The court does not have an annual list of the types of citations issued to juveniles however there is an annual report of the number of juvenile traffic cases filed. The AOC makes this data available to the Crime Commission in both NCJIS and separate Extract. NCC hosts a Juvenile Court Reporting but does not report out on TR instances at the juvenile level. Juvenile drug violations, minor in possession and any juvenile conviction that results in a driving privilege or license suspension are all reported electronically by the courts and maintained on the driving record.

Change Notes: Rating Unchanged.





208. *Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?*

Partially Meets Advisory Ideal

Prosecutors determine if a citation is deferred or dismissed. If a citation is deferred it may not be filed with the court. If a citation is filed with the court and then deferred, the case in the court is dismissed. Citations may be filed with the court and then dismissed for other reasons. Dismissed charges/cases are recorded on cases filed in the courts case management system with a disposition type of dismissed. When charges/cases are dismissed, the information is NOT transmitted to the Department of Motor Vehicles because the defendant was not convicted. Some dismissed cases are sealed upon court order. Only convictions are transmitted and a dismissal is not considered a conviction. Dismissals cannot be used to identify subsequent or repeat offenses when charging an individual because the defendant was not previously convicted. While Nebraska is considering the implementation of a tracking process for deferrals and dismissals to be tracked by the court case management systems or on the driver history record (DHR), the tracking is not occurring now. The process to be implemented, as described, would only be applicable to the 'eFiling application' available directly within NCJIS, and prosecutors' offices that use this application.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

209. *Are there State and/or local criteria for deferring or dismissing traffic citations and charges?*

Does Not Meet Advisory Ideal

The State does not have a State/local criteria for deferring or dismissing traffic citations and charges. Deferral or dismissal of a citation is at the discretion of the prosecuting attorney.

Change Notes: Rating Unchanged.

210. *Are the processes for retaining, archiving or purging citation records defined and documented?*

Meets Advisory Ideal

The citation system and the court records management system have separate retention schedules with appropriate authority approvals by the Nebraska Secretary of State.

Change Notes: Rating Unchanged.

211. *Are there security protocols governing data access, modification, and release in the adjudication system?*

Partially Meets Advisory Ideal

The trial courts case management system requires individuals to have a log in and password that expires every 60 days. Individuals needing access must complete a request form explaining what type of cases and data are needed and if they have statutory authority to access sealed records. Authority is broken down in many categories such as case type, ability to modify records or only view and ability to see sealed cases or images. Traffic cases in the state of Nebraska are public and can be viewed at a public kiosk located in every courthouse or on-line thru the state web portal. If a case is sealed by court order, the sealed case is not available to the public on any platform and





only those with access can view these records if they have the authority to do so. However, no documentation was provided that provides specific demonstration of the provisions that govern data access, modification, and release in the adjudication system.

Change Notes: Rating Unchanged.

212. *Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?*

Partially Meets Advisory Ideal

Nebraska has an impaired driving data tracking system that is incomplete. Nebraska does not have full citation data; the only data is from citations issued electronically. The elements in place may use some data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file but what those might be is not stated. The non-electronically filed citations are not included in the tracking system.

Change Notes: Rating Unchanged.

213. *Does the DUI tracking system include BAC and any drug testing results?*

Does Not Meet Advisory Ideal

Nebraska does not have a DUI tracking system including BAC and any drug testing results. It is suggested the State explore the processes that exist to create a DUI tracking system to include BAC and any drug testing results.

Change Notes: Rating Unchanged.

Citation and Adjudication Systems Interface with Other Components

214. *Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?*

Partially Meets Advisory Ideal

Data on driver history is broadly available and used by prosecutors for applicable charges as well as DMV for administrative actions and by Probation for terms/recommendations, etc. If not linked electronically identity management is managed via the NCJIS index to better assist users in getting comprehensive views of the driver, the offense and the history. Citation conviction data, as well as other applicable conviction data is electronically provided and linked with driver history data. All conviction/disposition data on moving violations is sent to the Department of Motor Vehicles (DMV) thru an interface. Even though the license contains a barcode with the driver identifying information, the officer has to contact dispatch to determine status of operating privileges. The Department of Motor Vehicles does not receive citation information from law enforcement officers. This highlights the incompleteness of the citation system interface with the driver system





to collect driver information to help determine the applicable charges.

Change Notes: Rating Unchanged.

215. *Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?*

Does Not Meet Advisory Ideal

Nebraska's citation system does not interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock). It is suggested the State explore the possibilities available through the existing systems to collect and carry out administrative actions.

Change Notes: Rating Unchanged.

216. *Does the citation system interface with the crash system to document violations and charges related to the crash?*

Partially Meets Advisory Ideal

Currently, the State's citation system does not interface with the crash system to document violations and charges related to the crash. However, a project is underway to link crash data to citation data via the Self Service Crash Data Portal the Nebraska Transportation Information Portal (NTIP) <https://dot.nebraska.gov/safety/crash/> Completion of this integration will likely be completed during the 2021 - 2022 University of Nebraska college year.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

217. *Does the adjudication system interface with the driver system to post dispositions to the driver file?*

Meets Advisory Ideal

The State explains When a conviction/disposition on a moving violation is entered into the case management system and the case is closed, the conviction is sent electronically to MVD's driver system.

Change Notes: New Question.

218. *Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?*

Does Not Meet Advisory Ideal

Nebraska's case management system does not interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision).

Change Notes: Rating Unchanged.





219. *Does the adjudication system interface with the crash system to document violations and charges related to the crash?*

Does Not Meet Advisory Ideal

The State's adjudication system does not interface with the crash system to document violations and charges related to the crash.

Change Notes: Rating Unchanged.

Quality Control Programs for the Citation and Adjudication Systems

220. *Are there timeliness performance measures tailored to the needs of citation systems managers and data users?*

Partially Meets Advisory Ideal

Nebraska has a timeliness requirement which it meets by installing document transfer applications on each agency server. The exchange time period is every 6 hours. Compliance is examined daily, and alerts are in place to notify the system manager(NCC) when an agency is offline for an extended time period. Due to some agencies' lower volume and size those agencies might have varying alerts in place. The measure is only partially adequate because there is no discussion whether the timeliness performance measures are tailored to the needs of citation data users. For a Prosecutor's office, a six hour wait on a hot DUI citation record might be very unsatisfactory while a wait for speeding ticket, not so much. As understood, the timeliness measure seems only partially satisfactory.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

221. *Are there accuracy performance measures tailored to the needs of citation systems managers and data users?*

Partially Meets Advisory Ideal

NCC does validate certain required fields for applicability, probably not to the extent that the AOC does. For perspective, NCC rolls back only 1-2 citations a month. The trial courts case management system contains edits for many fields. If a code is entered that is incorrect, the system will alert the user to the error and requires it to be corrected before continuing. Edits relate to state, physical descriptions, statutes, pleas, findings, judgments/dispositions, etc.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

222. *Are there completeness performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

Nebraska measures both the percentage of citations that are electronic and the percentage of agencies that submit electronically. The Nebraska measures, as described, are not responsive or on point because they do not address the completeness of the citation record. An example of a measure of completeness is described in the Advisory as * The percentage of citation records with





no missing critical data elements. * The percentage of citation records with no missing data elements. * The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Change Notes: Rating Unchanged.

223. *Are there uniformity performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

There appears to be no uniformity performance measures tailored to the needs of citation systems managers and data users. It is suggested Nebraska specify any uniformity measures used, including the most current baseline and actual values for each. Please reference the State Strategic Plan and/or the NHTSA Performance Measure Guidelines for Traffic Records.

Change Notes: Rating Unchanged.

224. *Are there integration performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

Although the State has established standardized interfaces for eCitation to automated prosecutor systems and the courts, it does not appear the State has integration performance measures tailored to the needs of citation systems managers and data users. It would be beneficial for the State to identify integration performance measures for citation systems managers and data users, to include baseline and actual values for each integration performance measure.

Change Notes: Rating Unchanged.

225. *Are there accessibility performance measures tailored to the needs of citation systems managers and data users?*

Does Not Meet Advisory Ideal

There appears to be no accessibility performance measures tailored to the needs of citation systems managers and data users in place at this time, however, NCC can determine the frequency to which eCitation data is pushed to NCC. Data includes images, the system is monitored, and metrics can be created. It appears the State has the capability to address this measure, therefore, it is suggested the State further explore this area and possibly include in a data quality/management plan or the Strategic Plan.

Change Notes: Rating Unchanged.

226. *Has the State established numeric goals-performance metrics-for each citation system performance measure?*

Does Not Meet Advisory Ideal

It appears that Nebraska has not established numeric goals-performance metrics-for each citation system performance measure. No specific, State-determined numeric goals associated with each performance measure are documented.





Change Notes: New Question.

227. *Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

Nebraska's case management system sends convictions the day they are recorded in the system to the Department of Motor Vehicles (DMV). DMV is required by state statute to notify the courts director of any conviction reported 30 or more days after the date of conviction. The trial courts case management system electronically notifies DMV of any cases where the defendant failed to appear or pay per state statute. Once the defendant complies, the court electronically notifies DMV of the compliance. These timeliness performance measures provided are determined by the state statutes, therefore, it would benefit the State if they can formalize these measures in a data quality/management plan or include them in the Strategic Plan.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

228. *Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

Nebraska indicates the courts case management system has an interface with the Crime Commission that transmits citation data to the courts eliminating the need for duplicate data entry and reducing the chance of error. Additionally, edits have been established for many fields in the system. If a code is entered that is incorrect, the system will alert the user to the error and requires it to be corrected before continuing. However, the State did not specify the accuracy measures used, including the most current baseline and actual values for each. Please demonstrate how the measures are tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

229. *Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

The trial court case management system has an interface with the Crime Commission that transmits citation data to the courts eliminating the need for duplicate data entry and reducing the chance of error. Additionally, edits have been established for many fields in the system. If a field that is required is not completed by the user, the system will alert the user to the error and requires it to be corrected before continuing. Edits relate to state, physical descriptions, statutes, pleas, findings, judgments/dispositions, etc. While the narrative states that there are completeness measures used, please attach the documentation that specifies the completeness measures used, including the most current baseline and actual values for each measure.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.





230. *Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

The trial court case management system has an interface with the Crime Commission that transmits citation data to the courts eliminating the need for duplicate data entry and reducing the chance of error. Additionally, edits have been established for many fields in the system. If a field that is required is not completed by the user, the system will alert the user to the error and requires it to be corrected before continuing. Edits relate to state, physical descriptions, statutes, pleas, findings, judgments/dispositions, etc. No uniformity measures are used, including the most current baseline and actual values for each.

Change Notes: New Question.

231. *Are there integration performance measures tailored to the needs of adjudication systems managers and data users?*

Partially Meets Advisory Ideal

The trial court case management system has an interface with the Crime Commission that transmits citation data to the courts eliminating the need for duplicate data entry and reducing the chance of error. Additionally, edits have been established for many fields in the system. If a field that is required is not completed by the user, the system will alert the user to the error and requires it to be corrected before continuing. Edits relate to state, physical descriptions, statutes, pleas, findings, judgments/dispositions, etc. In addition, interfaces are in place for prosecutors to push data as they are ready to file their applicable electronic cases from within their CMS or with NCJIS. There is a break in the citation and court case management interface when a prosecutor chooses to only to file citations via paper. The data from eCitations is still pushed from NCJIS but any changes would not be available electronically. The integration measures used, including the most current baseline and actual values for each, when the prosecutor files electronically have not been provided.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

232. *Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?*

Does Not Meet Advisory Ideal

Nebraska does not have accessibility performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: New Question.

233. *Has the State established numeric goals-performance metrics-for each adjudication system performance measure?*

Does Not Meet Advisory Ideal

The State does not have established numeric goals-performance metrics-for each adjudication system performance measure. It is suggested to the State to reference the TR Strategic Plan for performance measures outlined in that document.





Change Notes: New Question.

234. *Does the State have performance measures for its DUI Tracking system?*

Does Not Meet Advisory Ideal

It does not appear Nebraska has performance measures for a DUI Tracking system. The State has systems in place to develop performance measures for DUI Tracking, therefore, it is suggested the Nebraska explore the opportunities with citation/adjudication, driver/vehicle and law enforcement components.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

235. *Are sample-based audits conducted periodically for citations and related database content for that record?*

Does Not Meet Advisory Ideal

Nebraska does not conduct sample-based audits periodically for citations and related database content for that record.

Change Notes: New Question.

236. *Are data quality management reports provided to the TRCC for regular review?*

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for regular review. It is suggested the TRCC explore the opportunities for each of the component areas to report data quality management reports at their regular meetings for review. This can be done in the form of project and/or system performance reporting.

Change Notes: New Question.

Injury Surveillance System

237. *Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?*

Meets Advisory Ideal

The Nebraska Health and Human Services is the entity that has quantified the burden of motor vehicle injuries in the State. Specifically, an epidemiologist with the Crash Outcome Data Evaluation System (CODES) project is tasked with linking and analyzing data from motor vehicle crashes to data from emergency medical services, hospitals, and death outcomes. The Meets rating reflects the recent (between the 2021 assessment rounds) hiring of an epidemiologist to continue the CODES work and the long history of CODES data linkage.

Change Notes: New Question.





238. *Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?*

Partially Meets Advisory Ideal

The State's TBI registry can be used to quantify the burden of motor vehicle injuries. The Partially Meets (less than the 2016 Meets) rating reflects the availability of the TBI data but the one report submitted evidence is the same document provided in the last assessment five years ago; the data tables are for years 2011-2013. The CODES management report, while more recent, does not demonstrate the use of TBI within the data linkage.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

239. *Do the State's privacy laws allow for the use of protected health information to support data analysis activities?*

Meets Advisory Ideal

Nebraska's privacy laws allow for the use of EMS and trauma registry data to support data analysis activities. The statutes addressing the sharing of the data for public health purposes was submitted as supporting documentation. The emergency department and hospital discharge data collected by the Nebraska Hospital Association and submitted to the Nebraska Department of Health and Human Services is de-identified. While the data can be used to track motor vehicle injuries in the State, the lack of identifiers prohibits including the emergency department and hospital discharge data in the CODES linkage.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240. *Is there a statewide EMS database?*

Meets Advisory Ideal

The Nebraska Department of Health and Human Services, Office of Emergency Health Systems has a statewide EMS database that is NEMSIS-compliant. Nebraska Rule and Regulation sets the requirements for patient runs to be entered and data elements collected. The Emergency Medical Services (EMS) Data Dictionary, NHTSA v3.4.0 was submitted as supporting documentation.

Change Notes: Rating Unchanged.

241. *Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Meets Advisory Ideal

The EMS data can be used to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State, as a disparate system and as part of the CODES linked database. The EMS Data Dictionary was submitted to demonstrate the availability of data elements to calculate the listed measures. The Meets rating is based on evidence submitted in response to other questions in this assessment. The 2018 CODES Management report demonstrates the use of EMS data to track frequency and severity of injuries sustained in motor vehicle crashes.





Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

242. *Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

EMS data is available for analysis and used to identify problems, evaluate programs, and allocate resources. The EMS Annual Report was submitted as supporting documentation. The annual report focuses on data quality overall and with regard to ST-Elevation Myocardial Infarction (STEMI) event. While highway safety projects are not addressed in the annual report, the Office of Emergency Health Systems has the ability to use the EMS data in the same manner for highway safety as it does for other traumatic events. Any further analysis is performed as requested. The rating was elevated to Meets based on the 2018 CODES Management report submitted in response to other assessment questions that demonstrates the use of EMS in the analysis of motor vehicle crash injuries.

Change Notes: Rating Unchanged.

EMS – Guidelines

243. *Does the State have a NEMSIS-compliant statewide database?*

Meets Advisory Ideal

The State EMS statewide database is compliant with the National NEMSIS standards version 3. Nebraska Rules and Regulations Title 172 NAC 12 section 005.01 requires compliance with the highest standard by the NEMSIS or successor organizations. Data is sent to the national NEMSIS database once the data meets validation requirements and NEMSIS schematron rules. The data dictionary and regulations were submitted as supporting documentation.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

244. *Does the EMS system have a formal data dictionary?*

Meets Advisory Ideal

Nebraska maintains a formal data dictionary for the State's EMS system. The data dictionary was submitted to support the response.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

EMS – Procedures & Processes





245. *Is there a single entity that collects and compiles data from the local EMS agencies?*

Meets Advisory Ideal

All EMS agencies must submit data to the Department of Health and Human Services, Office of Emergency Health Systems. The Office of Emergency Health Systems is responsible for ensuring data is collected and maintained from all licensed EMS agencies. OEHS contracts with ImageTrend which provides the data collection tool.

Change Notes: Rating Unchanged.

246. *Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate EMS data is available to outside parties for analytical purposes. Interested parties must complete a data request form which is then reviewed (and approved) by the Department of Health of Human Services General Counsel. The data request form was submitted as supporting documentation.

Change Notes: Rating Unchanged.

247. *Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?*

Meets Advisory Ideal

The Office of Emergency Health Systems has procedures for the submission of all EMS patient care reports to the statewide EMS database. These procedures are outlined in the EMS data dictionary. Additionally, submission requirements are set forth in Nebraska regulations. The data dictionary and the applicable regulations were submitted as supporting documentation.

Change Notes: Rating Unchanged.

248. *Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?*

Meets Advisory Ideal

Quality assurance is inherent to the EMS ImageTrend system rendering procedures for returning data to the reporting EMS agencies for quality assurance and improvement moot. Information entered must meet the requirements set forth by State rules and regulations as outlined in the Nebraska Emergency Medical Services Data Dictionary. The State's narrative described the data entry process and what happens when information violates or does not meet validation rules. Provider agencies can correct and resubmit in real-time or at a later time. Records that are not corrected in real-time display as incomplete.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





249. *Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

There are automated edit checks, validation rules, and visibility rules in the EMS ImageTrend system. Information entered must meet certain standards before the system will accept the record. All electronic patient care records are NEMSIS v.3.4.0 compliant; services that use third party software are also NEMSIS v. 3.4.0 compliant and import their data into the ImageTrend system. The EMS data dictionary was submitted as supporting documentation. Each data element in the data dictionary is coded for usage and attributes; business rules are listed as well, if applicable.

Change Notes: Rating Unchanged.

250. *Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?*

Meets Advisory Ideal

EMS data cannot be received by the statewide repository unless it meets State of Nebraska Rules and Regulations requirements. Third party import data must meet minimum data and schematron validation rules before acceptance into the statewide system. This is tracked through system logs that show failed imports; corrected reports are then imported into the statewide system. There is no formal process to reject an EMS patient care report for direct entry users but Nebraska Rules and Regulations do state that reports must meet the highest NEMSIS standard as well as the standards listed in the Nebraska Data Dictionary which would ensure 100% data validation scores. EMS services are inspected on a triennial basis and validation scores are verified. Services that do not meet the 100% validation rule (within a margin of error) are found to be out of compliance. The narrative is sufficient to merit a Meets rating.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

251. *Are there timeliness performance measures tailored to the needs of EMS system managers and data users?*

Meets Advisory Ideal

Nebraska Rules and Regulations require data to be submitted to the state of Nebraska within 72 hours of the conclusion of a call. This requirement serves as the goal against which the actual submissions are measured and monitored. The State provided a report for 2019 EMS runs measuring against the 72-hour rule for one agency. A 2018 data quality control report on timeliness demonstrated percent of reports submitted to NEMSIS within 10 and 30 days and mean number of days until data availability via NEMSIS.

Change Notes: Rating Unchanged.

252. *Are there accuracy performance measures tailored to the needs of EMS system managers and data users?*

Partially Meets Advisory Ideal

Accuracy is measured based on validity score that is produced within the EMS software for each





provider agency. The Partially Meets rating was assigned because while accuracy is measured, it is unclear what the validity goals is (100% or within acceptable error of margin) or if any measuring is performed on the data at the State level. The Nebraska 2018 Emergency Medical Services Data Summary Report submitted as evidence focuses on completeness and average times (i.e. back in service, dispatch to in-service). The 2021 EMS Accuracy Inspection Report demonstrates reports that fall within validity scores including a few that do not fall within the 80-100 range.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

253. *Are there completeness performance measures tailored to the needs of EMS system managers and data users?*

Meets Advisory Ideal

The Nebraska 2018 Emergency Medical Services Data Summary Report published by the Department of Health and Human Services, Injury Surveillance and Emergency Health Systems contains numerous examples of completeness performance measures. The Data Summary Report was submitted as evidence.

Change Notes: Rating Unchanged.

254. *Are there uniformity performance measures tailored to the needs of EMS system managers and data users?*

Partially Meets Advisory Ideal

All information submitted or imported into Nebraska's ImageTrend EMS system must be NEMSIS v3 compliant, forcing uniformity of the data. That said, the State does have uniformity performance measures to ensure the software is performing correctly. The State should consider selecting a few critical data elements to apply uniformity performance measures, incorporate those into the EMS annual report with the other performance measures, and monitor over time. The Partially Meets reflects the likelihood of uniform data but the lack of ensuring such at the State level as year-end data becomes available.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

255. *Are there integration performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Data integration is the linking of two (historical) data sets based on common identifiers as opposed to systems interface in which two systems can share information in real time. Nebraska does have an integrated data set in its CODES data. The EMS, crash, and vital records data are linked based on common identifiers. However, there are no performance measures established for this integration. Measurements may include expected number of EMS to crash linkages (goal) versus the actual linkage (measurement). The State can then identify any issues as to why some records are not linking, or why there may be duplicate linkages. The Nebraska 2018 Emergency Medical Services Data Summary Report was submitted but integration performance measures could not be located on the indicated page.





Change Notes: Rating Unchanged.

256. *Are there accessibility performance measures tailored to the needs of EMS system managers and data users?*

Does Not Meet Advisory Ideal

Accessibility is the ability of interested parties to obtain access to the data and is measured typically through customer satisfaction surveys. These surveys ask customers about the timeliness of response by an agency and if the information provided meets their needs. As more and more states make data available through websites or portals, satisfaction surveys can be triggered prior to a customer leaving the website. There are no performance measures established for the EMS data.

Change Notes: Rating Unchanged.

257. *Has the State established numeric goals-performance metrics-for each EMS system performance measure?*

Does Not Meet Advisory Ideal

The State has not established numeric goals for each EMS system performance measure. The requirements in the State Rules and Regulations can serve as goals against which to measure actual performance.

Change Notes: Rating Changed.

From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

258. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?*

Partially Meets Advisory Ideal

Quality control reviews are conducted to ensure the timeliness and completeness of the data but do not address accuracy or uniformity. There is a reliance on edit checks, validation rules, and visibility rules for accuracy, completeness, and uniformity but no review at the State level to ensure those checks and rules are operating as expected. The Partially Meets rating reflects the reviews of completeness but the lack of review of the other performance measures. The Nebraska 2019 EMS Annual Report demonstrates the timeliness and completeness measures implemented.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

259. *Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?*

Does Not Meet Advisory Ideal

Periodic comparative and trend analyses are not used to identify unexplained differences in the EMS data across years and agencies. The Nebraska 2018 Emergency Medical Services Data Summary Report was submitted as evidence indicating such analyses are conducted for cardiac events to which EMS providers responded. It was not apparent as the analyses did not look year-to-year statistics or compare EMS agencies. The Does Not Meet rating, lower than the 2016 rating for the same response and evidence, reflects the lack of comparative and trend analyses.





Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

260. *Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?*

Meets Advisory Ideal

Data quality feedback is solicited through regular end user group meetings; data quality is discussed at regular EMS program meetings hosted by the Office of Emergency Health Systems.

Change Notes: Rating Unchanged.

261. *Are EMS data quality management reports produced regularly and made available to the State TRCC?*

Meets Advisory Ideal

Nebraska Department of Health and Human Services sends an EMS Annual Data Quality Assessment Report to the State TRCC as well as the CODES Advisory Committee. Additionally, the Office of Emergency Health Systems EMS Program performs data quality reports when doing EMS agency inspections.

Change Notes: Rating Unchanged.

Emergency Department - System Description

262. *Is there a statewide emergency department (ED) database?*

Meets Advisory Ideal

Nebraska Statutes and Regulations require hospitals to report data to the Nebraska Department of Health and Human Services in its capacity as a public health authority. Further, the department is authorized to receive all of the health data described here by Neb. Rev. Stat. §81-3401. The Nebraska Hospital Information System Data Dictionary published by the Nebraska Hospital Association was submitted as supporting documentation.

Change Notes: Rating Unchanged.

263. *Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Does Not Meet Advisory Ideal

It is likely that the State does use emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle - and has done so in the past based on the evidence submitted. The 2018 CODES Management Report submitted uses hospital discharge data only; there is no evidence of emergency department data.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





264. *Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Does Not Meet Advisory Ideal

ED data is reportedly available for analysis and used to identify problems, evaluate programs, and allocate resources. However, the answer to this question provided an example of CODES linkage process; emergency department data is not a component of the CODES linkage. It did not directly address how ED data has been used to identify problems, evaluate programs, and allocate resources. But the published paper downloaded for an earlier question provided a useful example of how the 2006-2011 hospital discharge data was used to identify problems. This data is now 10 years old. Are there any recent examples of how the emergency department data has been used to identify problems (and also to allocate resources and evaluate programs)? The 2016 assessment had a meets rating, but I'm not sure how the evidence provided then was adequate.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Emergency Department – Data Dictionary

265. *Does the emergency department dataset have a formal data dictionary?*

Meets Advisory Ideal

The Nebraska Hospital Information System Data Dictionary published by the Nebraska Hospital Association covers both emergency department and hospital discharge data.

Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

266. *Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?*

Meets Advisory Ideal

Nebraska Statutes and Regulations require hospitals to report data to the Nebraska Department of Health and Human Services in its capacity as a public health authority. The Nebraska Hospital Association is under contract for collecting statewide health data and serves as a data aggregator to provide de-identified billing claim records on all emergency department visits to the Department.

Change Notes: Rating Unchanged.

267. *Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate emergency department data is available to outside parties or analytical purposes provided the entities complete a data request form and submit to the Department of Health and Human Services. Requests must be approved prior to data release.





Change Notes: Rating Unchanged.

Hospital Discharge – System Description

268. *Is there a statewide hospital discharge database?*

Meets Advisory Ideal

Nebraska Statutes and Regulations require hospitals to report data to the Nebraska Department of Health and Human Services in its capacity as a public health authority. Further, the department is authorized to receive all of the health data described here by Neb. Rev. Stat. §81-3401. The Nebraska Hospital Information System Data Dictionary published by the Nebraska Hospital Association was submitted as supporting documentation.

Change Notes: Rating Unchanged.

269. *Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Meets Advisory Ideal

The State does use hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle - and has done so in the past based on the evidence submitted. The 2018 CODES Management report (not submitted in response to this question) demonstrates the use of hospital discharge data to measure frequency, severity, and to a lesser extent the nature of injury (body part) of those admitted as a result of a motor vehicle crash injury.

Change Notes: Rating Unchanged.

270. *Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Partially Meets Advisory Ideal

As Nebraska's CODES program is still active, it is likely that the hospital discharge data is available for analysis and used to identify problems, evaluate programs, and allocate resources. The evidence submitted confirms the active CODES program but lacks the demonstration of the use of hospital discharge/CODES data for any of the uses posed in the question; the Partially Meets rating reflects this.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Hospital Discharge – Data Dictionary

271. *Does the hospital discharge dataset have a formal data dictionary?*

Meets Advisory Ideal

The Nebraska Hospital Information System Data Dictionary published by the Nebraska Hospital





Association covers both emergency department and hospital discharge data.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

272. *Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?*

Meets Advisory Ideal

Nebraska Statutes and Regulations require hospitals to report data to the Nebraska Department of Health and Human Services in its capacity as a public health authority. The Nebraska Hospital Association is under contract for collecting statewide health data and serves as a data aggregator to provide de-identified billing claim records on all emergency department visits to the Department.

Change Notes: Rating Unchanged.

273. *Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate hospital discharge data in the form of a limited data set (as defined by HIPAA) or de-identified data is available to outside parties for analytical purposes. Interested entities must submit a data request form and the release must be approved by the Department of Health and Human Services.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Guidelines

274. *Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?*

Does Not Meet Advisory Ideal

The State maintains the software to calculate AIS and ISS for motor vehicle patients; this has been used for the CODES data in the past. The Does Not Meet rating reflects that, according to the evidence provided, the last use of this was in 2012. The CODES project is active in Nebraska but the AIS and ISS have not been calculated.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Emergency Department and Hospital Discharge – Procedures & Processes





275. *Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?*

Does Not Meet Advisory Ideal

There is likely an established process for for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository. According to the evidence submitted "Nebraska Hospital Association selects H4 Technology for Data Management & Analytics Solution," business rules are applied to cleanse, compare, and store the data in the HIPAA compliant system. The Does Not Meet rating reflects the lack of describing the process by which the data is collected, error-checked, and submitted to the Department of Health and Human Services.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

276. *Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?*

Partially Meets Advisory Ideal

The following data points are checked by the vendor H4T: that the length of stay is appropriate, total charges from hospital are within expected ranges, patient age is within the expected range, patient zip code matches state. However, while other data points such as federal identifier, birth date, admission date, discharge date, patient last name are provided and are checked for correctness, a description of that process was not provided.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

277. *Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?*

Meets Advisory Ideal

The Nebraska Hospital Association (NHA) is the entity responsible for collecting and processing the emergency department and hospital discharge databases. The NHA receives live HIPAA 837i 5010 claims files directly from the hospitals trading partner or clearinghouse. If a claim needs to be corrected for billing purposes, the hospital will resubmit the claim with corrected data. "Rebilled" claims and go through a de-duplication process to find bills with multiple submissions; the most recent complete bill is retained as the corrected information. The resubmission of correct and updated data overrides the need for the NHA to "send back" data to the submitting entity. The narrative was sufficiently descriptive to merit a Meets rating.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.





278. *Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The State contracts with the Nebraska Hospital Association (NHA) for the collection of emergency department and hospital discharge data. There is a contractual obligation for the NHA to provide the data to the Department of Health and Human Services by October of the following calendar year. Beyond that, the State has no input as to the submission of hospital data to the NHA. There are no timeliness performance measures for the emergency department and/or hospital discharge data.

Change Notes: Rating Unchanged.

279. *Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Meets Advisory Ideal

There are accuracy performance measures implement for the external cause of injury code. These measures are calculated and determined through collaboration between the Department of Health and Human Services quality assurance specialist and the Nebraska Hospital Association; a monthly report is provided to support the accuracy standings.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

280. *Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

The State has established, by Nebraska Rules and Regulations, a completeness requirement for E-code tailored to the needs of emergency department and/or hospital discharge database managers and data users. It is likely that the State measures against the requirement and monitors the completeness of E-code and N-code, but the data quality report addresses the accuracy of E-code.

Change Notes: Rating Unchanged.

281. *Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

There are no uniformity performance measures for the emergency department and/or hospital discharge database managers data. The Nebraska Hospital Information System Data Dictionary indicates that hospital data conform to UB-04 national standards (or for some data elements, state standards) but adherence to the standards is not measured.

Change Notes: Rating Unchanged.

282. *Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal





There are no integration performance measures for the emergency department and/or hospital discharge data. Integration is the linking of two data sets using common identifiers. Earlier responses in this module indicate that the emergency department and hospital discharge data are submitted de-identified to the Department of Health and Human Services, prohibiting the linkage of this data to any other data source.

Change Notes: Rating Unchanged.

283. *Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?*

Does Not Meet Advisory Ideal

There are no accessibility performance measures for the emergency department and/or hospital discharge data. Accessibility measures the ability of interested parties to obtain and use the data. Typically this is ascertained through customer service surveys asking users about their experience in obtaining the data, using the data, if the data met their needs, etc.

Change Notes: Rating Unchanged.

284. *Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?*

Partially Meets Advisory Ideal

Nebraska has established numeric goals as defined in 186 NAC-3. The goal is to have valid N-codes and E-codes when appropriate as required by 186 NAC 3. To achieve this goal Nebraska needs to reach 100% valid N-code and 100% valid E-code. While not provided in response to this question, a data quality report for E-code and N-code exists in the document library. The Partially Meets rating was applied because not all attributes are addressed (timeliness, completeness, accuracy, uniformity, integration, accessibility). Performance metrics go beyond regulatory requirements, are based on an assessment of current compliance, and developed to track improvement. They should be established and regularly updated.

Change Notes: Rating Unchanged.

285. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?*

Partially Meets Advisory Ideal

Quality control reviews are conducted to ensure the accuracy of E-codes and N-codes in the emergency department and/or hospital discharge databases. The data quality reports, an example was submitted as evidence, are provided to each reporting entity on a quarterly basis and on an annual basis. Overall data quality for the state is provided quarterly at the TRCC meeting and the CODES advisory committee meetings. The Partially Meets rating was assigned because it is unclear if the State conducts data quality reviews on any other data elements or if completeness and uniformity are measured for the E-code.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.





286. *Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?*

Partially Meets Advisory Ideal

Data quality feedback from key users is regularly communicated to emergency department and/or hospital discharge data collectors and data managers. These reviews assess the completeness of injury records and the uniformity of injury data in databases. Data quality reports are provided to each reporting entity quarterly and annually via email. The Partially Meets rating reflects the lack of description about how key user feedback is collected, if there are other data quality issues identified through its use, and if they are reported back to the reporting entities either formally or informally.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

287. *Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?*

Meets Advisory Ideal

Annual data quality reports are presented at the CODES Advisory committee meetings, members of the TRCC are always present at these meetings. Monthly/quarterly progress is also shared at each TRCC meeting on this topic.

Change Notes: Rating Unchanged.

Trauma Registry – System Description

288. *Is there a statewide trauma registry database?*

Meets Advisory Ideal

The Nebraska Statewide Trauma Systems Act established the statewide trauma registry. The trauma statutes were submitted as supporting documentation.

Change Notes: Rating Unchanged.

289. *Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?*

Meets Advisory Ideal

The trauma registry data can be used to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes. A trauma fact sheet and a trauma annual report were submitted as supporting documentation.

Change Notes: Rating Unchanged.

290. *Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Meets Advisory Ideal

The trauma registry data is available for analysis and used to identify problems, evaluate programs,





and allocate resources. However, use of the data for these purposes is limited to internal uses due to lack of resources. The 2019 Trauma Fact Sheet was submitted as evidence.

Change Notes: Rating Improved.

From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Trauma Registry – Guidelines

291. *Does the State's trauma registry database adhere to the National Trauma Data Standards?*

Meets Advisory Ideal

The State's trauma registry database is required to adhere to the National Trauma Data Standards per Nebraska Rules and Regulations Title 185, Chapter 9. The Rules and Regulations refer to the trauma data dictionary which states "If the element is required by the National Trauma Data Standard, then it is also required by the Nebraska Trauma Registry per Title 185 NAC 9-008.8."

Change Notes: Rating Unchanged.

292. *Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?*

Meets Advisory Ideal

The trauma registry data collection system automatically calculates the ISS based on the selected AIS codes; for each registry case we have both AIS and ISS calculated. A 2015 report demonstrates the distribution of AIS and ISS codes for motor vehicle crash patients.

Change Notes: Rating Unchanged.

Trauma Registry – Data Dictionary

293. *Does the trauma registry have a formal data dictionary?*

Meets Advisory Ideal

The Nebraska Trauma Registry Data Dictionary 2012 serves as the formal data dictionary for the State's trauma registry. The State's trauma rules and regulations are expected to be updated at which time the data dictionary will be updated as well. The data dictionary was submitted as supporting documentation.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

294. *Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate trauma registry data is available to outside parties for analytical purposes. Requestors





must complete the Nebraska Department of Health and Human Services Data Request Form (Aggregate Data Only), used for EMS and trauma data requests, and be approved prior to receiving data.

Change Notes: Rating Unchanged.

295. *Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?*

Partially Meets Advisory Ideal

A Trauma Nurse Specialist within the Office of Emergency Health Systems reviews reports for data quality issues. Identified data quality and timeliness issues are addressed with the hospitals. The Trauma Nurse Specialist is responsible for educating the trauma staff to ensure continued data quality. The evidence submitted and the descriptive narrative merited a Meets rating.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Trauma Registry – Quality Control

296. *Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

There are automated edit checks and validation rules to ensure that entered trauma registry data is acceptable and logical. Supporting documentation (Regional Registrar Trauma Record Validity Check, Trauma Registry Quality Protocol, and Regulatory Guide) was provided.

Change Notes: Rating Unchanged.

297. *Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Nebraska Rules and Regulations require data to be submitted to the state of Nebraska within three months of patient discharge. This requirement is not a timeliness performance measure, rather a goal against which the actual submissions should be measured and monitored. Timeliness measures indicate if the trauma centers are meeting that mandate, exceeding it, or ignoring it.

Change Notes: Rating Unchanged.

298. *Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

There are no accuracy performance measures applied to the trauma registry data. Regular reports are run to examine the quality and timeliness of the trauma registry data but accuracy is not addressed. Expectations of accuracy are addressed in the data dictionary. To measure accuracy of critical data elements, a goal is established and actual values are compared to the goal to monitor





improvement over time.

Change Notes: Rating Unchanged.

299. *Are there completeness performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Regulations governing the trauma registry were provided as examples of completeness performance measures. While regulations can serve as aspirational goals, they are different from performance measures. Examples of completeness performance measures include: The percentage of trauma patient care reports with no missing data elements; and the percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Change Notes: Rating Unchanged.

300. *Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Performance measures consist of actual measures for data elements against an established goal. Nebraska Rules and Regulations require the uniformity of data elements in compliance with the requirements in the State's data dictionary. The requirements can serve as goals, but the requirements alone are not performance measures.

Change Notes: Rating Unchanged.

301. *Are there integration performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

Integration is the linking of two, typically historical, data sets using common identifiers (e.g. Nebraska's CODES linked data set). The State does not have integration performance measures established for the trauma registry data.

Change Notes: Rating Unchanged.

302. *Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?*

Does Not Meet Advisory Ideal

The State does not have accessibility performance measures associated with the trauma registry. To create one the State would need to identify and query the principal users of the trauma registry to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request. Document the method of data collection and the principal users' responses.

Change Notes: Rating Unchanged.





303. *Has the State established numeric goals-performance metrics-for each trauma registry performance measure?*

Partially Meets Advisory Ideal

The State has established performance metrics for some of trauma registry performance measures. While not explicitly stated, the evidence submitted, State Trauma PI indicators, address completeness and accuracy for critical data elements. The Partially Meets rating applies because only two of six performance measures are addressed.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

304. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?*

Meets Advisory Ideal

Quality control reviews are conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry. The "Regional Registrar Trauma Record Validity Check" documents the data element, the performance measure applied, and how to address/correct the issue.

Change Notes: Rating Unchanged.

305. *Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?*

Meets Advisory Ideal

Data quality feedback from key users is communicated to trauma registry data collectors and data managers. Trauma data quality assurance committee meetings held bi-annually include a data quality as a regular agenda item. The trauma data collectors and managers provide suggestions for ways to improve data quality. Scheduled reports listing which data elements are incomplete are sent out periodically to designated trauma centers. The Office of Emergency Health Services Trauma Program hosts an annual Trauma Nurse Coordinator training day in which feedback is also solicited regarding the trauma registry. A Trauma Data Quality Meeting Packet was submitted as evidence.

Change Notes: Rating Unchanged.

306. *Are trauma registry data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

There are conflicting responses. The Does Not Meet rating (lower than the 2016 rating of Meets) reflects the uncertainty of which response is correct as well as lack of supporting documentation for the affirmative response. If data quality reports are produced, please submit a sample report or the quarterly report mentioned in the response.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.





Vital Records – System Description

307. *Is there a statewide vital records database?*

Meets Advisory Ideal

The Department of Health and Human Services maintains the vital records database of deaths, births, and other related events. The layout for the death data was submitted as evidence.

Change Notes: Rating Unchanged.

308. *Does the vital records data track the occurrence of motor vehicle fatalities in the State?*

Meets Advisory Ideal

The State's vital records data tracks the occurrence of motor vehicle fatalities through integration with EMS and crash data as part of the CODES linked data set. The CODES Annual Report, 2018-2019 was submitted as supporting documentation.

Change Notes: Rating Unchanged.

309. *Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?*

Partially Meets Advisory Ideal

The vital records data is available as its own data set and as part of the CODES linked data set. The CODES data set is a valuable resource to identify problems, evaluate programs, and allocate resources. The 2018 CODES Management Reports for Motor Vehicle Crash Outcomes demonstrates extensive epidemiological analysis of vital records data related to motor vehicle deaths. Additionally, there is great potential for the data to be used to design and evaluate programs, and make resource allocation decisions. More of this is likely now that the State has hired an epidemiologist for the CODES data.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Vital Records – Data Dictionary

310. *Does the vital records system have a formal data dictionary?*

Meets Advisory Ideal

The State maintains an Excel spreadsheet in lieu of a formal data dictionary for the vital records data. Data elements include data element and content (definition) and a code structure definition for acceptable values.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes





311. *Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?*

Meets Advisory Ideal

Aggregate vital records data is available to outside parties for analytical purposes. Data requests must go through the Department of Health and Human Services Public Records. If data requested is on the public portion of the death record, it can be released. If it is on the statistical/confidential section, it can't be released due to regulations. The narrative was sufficient to merit a Meets rating.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312. *Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?*

Meets Advisory Ideal

There are automated edit checks and validation rules applied to the vital records data as it is entered. Included in the checks and rules are spell checker and abbreviation replacer, edit checks are applied to cause/age/gender. If the mobile application is used to be medically certified, VIEWS is used which is a validation check software developed by CDC's National Center for Health Statistics (NCHS). Data submitted to NCHS must meet NCHS standards. The narrative was descriptive to merit a Meets rating.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

313. *Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?*

Partially Meets Advisory Ideal

A quality review of each submitted death record is conducted. If questionable or incomplete, the data is either sent back to the provider or rejected. Additional details describing how completeness, accuracy, and uniformity are measured in the reviews was not provided.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

314. *Are vital records data quality management reports produced regularly and made available to the State TRCC?*

Does Not Meet Advisory Ideal

The Office of Vital Records does not produce data quality management reports that would be available to the State TRCC. Vital records death data can be integrated with crash data to identify the nature of the injury that lead to death or in some cases, identify those who died of their injuries outside of the FARS window. Providing information about the vital records data (data elements, definitions, limitations of the data, data quality) to the State TRCC and its members facilitates





linkage among the injury surveillance and traffic records data sets.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

315. *Is there an interface among the EMS data and emergency department and hospital discharge data?*

Does Not Meet Advisory Ideal

There is no interface between the EMS system and the emergency department and hospital discharge systems.

Change Notes: Rating Unchanged.

316. *Is there an interface between the EMS data and the trauma registry data?*

Meets Advisory Ideal

There is an interface between the EMS and the trauma system; both are ImageTrend systems.

Change Notes: Rating Unchanged.

Data Use and Integration

317. *Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?*

Meets Advisory Ideal

Behavioral program managers have access to crash data via NDOT Highway Safety Office website. A number of reports addressing all facets of crashes are available. There is availability or accessibility to other traffic records systems as well as linked data. Several reports demonstrating the use of several traffic records systems were submitted (crash, licensing, citation, and linked data).

Change Notes: Rating Unchanged.

318. *Does the State have a data governance process?*

Meets Advisory Ideal

The Nebraska Department of Transportation has comprehensive data governance process that includes participation of traffic safety subject matter experts. The Program's charter addresses strategy, roles and responsibilities, and a roadmap to achieve quality data that provides value to its users. From a larger information technology perspective, the Nebraska Information Technology Commission State Government Council provides direction and oversight for state government information technology vision, goals and policy.

Change Notes: Rating Unchanged.





319. *Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?*

Partially Meets Advisory Ideal

The TRCC promotes data integration to the extent that it supports and assists with funding for the Crash Outcome Data Evaluation System (CODES) project that links EMS, crash, and vital records death data. A newer project, NTIP, produces a crash and citation/law enforcement integrated data set. Reports and a map based on CODES and NTIP were submitted as supporting documentation. The Partially Meets rating reflects the efforts of the TRCC to promote data integration while other systems are undergoing updates for electronic capture. The State TRCC is encouraged to promote and facilitate data integration, and possibly provide resources for systems as they are updated.

Change Notes: Rating Improved.

From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

320. *Is driver data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

Nebraska's driver data is not integrated with crash data. The integration of the driver and crash data would enable the analysis of risk associated with violations or the crash risk associated with motorcycle rider training, licensing, and behavior.

Change Notes: Rating Unchanged.

321. *Is vehicle data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

Nebraska's vehicle data is not integrated with crash data. The benefit of linking vehicle and crash data is the ability to identify crash trends among vehicle types, commercial vehicles, or vehicle weight.

Change Notes: Rating Unchanged.

322. *Is roadway data integrated with crash data for specific analytical purposes?*

Meets Advisory Ideal

Nebraska's roadway data is integrated manually with crash data seemingly by project (or request). Two reports demonstrating use of the integrated data were submitted as evidence. Of note, NDOT has allocated funding for and is planning to implement a safety analysis software in late 2021 that will integrate roadway data with crash data for safety analysis. This will eliminate the need to integrate as needed and enable the State to maintain an integrated data set for any type of safety analysis.

Change Notes: Rating Unchanged.

323. *Is citation and adjudication data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

Citation and adjudication data is not integrated with crash data, although the benefits of integration





are recognized by stakeholders.

Change Notes: Rating Unchanged.

324. *Is injury surveillance data integrated with crash data for specific analytical purposes?*

Does Not Meet Advisory Ideal

Other responses in this module and the Injury Surveillance module indicate that Nebraska is integrating injury surveillance data with crash data through the CODES project. The linkage includes EMS, crash, and vital records death data. Unfortunately, the response to this question is that it was NA. Because no information was provided to the assessors in the response to this question, the rating remains Does Not Meet the Advisory Ideal.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

325. *Are there examples of data integration among crash and two or more of the other component systems?*

Does Not Meet Advisory Ideal

Responses to other questions indicate that the Nebraska CODES project links EMS, crash, and vital records death data. In 2016, that linkage also included roadway data. According to other answers in the module and the ISS module, the CODES project is still active in Nebraska and an epidemiologist was recently hired to manage it. Unfortunately the State response to this question was "NA" and no narrative nor supporting documentation documentation was provided.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

326. *Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?*

Does Not Meet Advisory Ideal

Data from traffic records component systems, other than crash, are not integrated. This rating is less than that of the 2016 rating of Meets. That said, the Meets rating in 2016 was not warranted as the State does not link other traffic records systems that does not include crash. Examples of other integrations may include linking driver data to citation and adjudication data, driver data to vehicle data, etc. for analysis.

Change Notes: Rating Changed.

From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

327. *For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

Meets Advisory Ideal

Integrated datasets that are available to decision makers in Nebraska are robust. However, not all stakeholders realize what is available. Perhaps there is a need to promote what can be accessed, to ensure that the State's rich resources are used. Decision-makers also have access to skilled personnel and tools for assistance with integrated data. At this time, the CODES data (EMS, crash,





vital records) and roadway-crash integrated data is the extent of integrated data in the State. Reports and maps are available to decision-makers and the public via the NDOT Highway Safety Office website. Skilled personnel within the Public Health department are available to assist or provide ad hoc reports based on CODES data. The Nebraska Crime Commission established the SAC (Statistical Analysis Center) which is completing the application Justice Data Transformation System. This application dynamically queries datasets and matches the disparate data via 1000's of deterministic and probabilistic sequences and produces de-identified datasets for research purposes. While the Justice Data Transformation System isn't used in traffic safety applications the State may want to consider its use for integrating traffic records data systems.

Change Notes: Rating Unchanged.

328. *For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?*

Meets Advisory Ideal

The public has access to integrated datasets through multiple venues including online queries, and the ability to make direct requests to skilled personnel. At this time, the CODES data (EMS, crash, vital records) and roadway-crash integrated data are the extent of integrated data in the State. Reports, fact sheets, and maps are available to the public via the NDOT Highway Safety Office website. Skilled personnel within the Public Health department are available to assist or provide ad hoc reports based on CODES data.

Change Notes: Rating Unchanged.





Appendix B – Assessment Participants





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The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

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Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board





ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMESIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reports





VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AOC	Administrative Office of the Courts
CDLIS	Commercial Driver's License Information System
CID	Crash Information Database
CODES	Crash Outcome Data Evaluation System
FDE	Fundamental Data Elements
HLA	Hazardous Location Analysis
NCC	Nebraska Crime Commission
NCJIS	Nebraska Criminal Justice Information System
NDOT	Nebraska Department of Transportation
NSP	Nebraska State Patrol
PCH	Patrol Criminal History
PDPS	Problem Driver Pointer System
SAVE	Systematic Alien Verification for Entitlement
SSOLV	Social Security Online Verification System
TMS	Traffic Monitoring System
UMVRDA	Uniform Motor Vehicle Records Disclosure Act
VMT	Vehicle Miles Traveled

