NEBRASKA'S PERFORMANCE-BASED TRIENNIAL HIGHWAY SAFETY PLAN

BUCKLE UP DRIVE SOBER

October 1, 2023 – September 30, 2026
Year 1

Nebraska Department of Transportation
Highway Safety Office
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STATE OF NEBRASKA

"Performance-Based" Triennial Highway Safety Plan

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Introduction

Mission Statement

To reduce the state's traffic crashes, injuries, and fatalities on public roadways through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

Executive Summary

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

Staff members of the HSO are responsible for the administration of the federal NHTSA section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds.

The Director of the Nebraska Department of Transportation (NDOT) serves as the designated Governor's Highway Safety Representative, while the HSO Administrator fulfills the role of the State's coordinator of the activity.

The HSO is an active and integral partner in the development and preparation of the Nebraska Strategic Highway Safety Plan (SHSP). In addition to the SHSP, the HSO Administrator serves in an advisory capacity to the Nebraska State Patrol's Motor Carrier Safety Assistance Program (MCSAP) Plan and the NDOT Highway Safety Improvement Program (HSIP) Plan. As a result, the HSO Administrator is in a position to assist in coordinating and maintaining continuity among the various plan targets with the HSO annual HSP.

Two members of the HSO staff serve on the SHSP Interagency Safety Work Group that includes those that prepare the State's MCSAP and HSIP Plans. Many of the current critical strategies employed to address the problems identified in the HSIP are identical to the strategies contained in this HSP including fatalities, fatality rate and serious injuries. Nearly all of those involved in the SHSP development are also members of the ad hoc HSO Highway Safety Advocates group. The Nebraska Strategic Highway Safety Plan – 2020 – 2024 is located on the website at: http://dot.nebraska.gov/safety/shsp/.

The HSO Administrator also serves as a permanent member of the Department of Health and Human Services (DHHS) Preventive Health Advisory Committee that oversees the Preventive Health Block Grant funding. The HSO Administrator also serves as a member the DHHS State Epidemiological Work Group that make recommendations to the DHHS management staff. Each of these relationships is important to leverage activity that influences the HSO initiatives while avoiding potential duplication of efforts.

A Traffic Records Assessment (TRA) was completed in February-May and a report issued on May 19, 2021. The HSO along with the members of the Traffic Records Coordinating Committee (TRCC) have reviewed the recommendations and a continuation of the traffic records strategic planning process was undertaken. The updated 405c Traffic Records Strategic Plan incorporated many of the suggestions from the TRA. This has enhanced the ability to conduct problem identification, monitor project activity, produce measurable results, and evaluate the performance of programs. The HSO is a federal grant program Section of the Division of Traffic Engineering within the NDOT. The federal fiscal year runs from the period of October 1 through September 30. The HSO is submitting the fiscal year 2024-2026 (FY2024-FY2026) HSP document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the

state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

The HSP document provides information regarding the triennial strategic "benchmark" plan. The most significant section is the Process Description that describes problem identification, performance goal selection, and the program area descriptions.

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405 State and Community Highway Safety Projects for FY2024-FY2026, and additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances.

The HSP funding application will be used to address the following priority traffic safety issues under the Section 402 funding. In addition, applications will be included for Section 405 areas where the State of Nebraska is eligible to submit applications:

- Section 402 State Highway Safety Program Grant priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.
- Section 405 Application (23 U.S.C. 405)
    - Occupant Protection Grant (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, child passenger safety technician trainings (i.e., Update, recertification classes, new technician classes), media campaigns, and overtime awards for law enforcement agencies.
    - State Traffic Safety Information System Improvements Grant (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
    - Impaired Driving Countermeasures Grant (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes as well as paid and earned media in support of high-visibility enforcement efforts.
    - Motorcyclist Safety Grant (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.

Legislation

During the years 2018-2023, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- April 11, 2018 - Move Over law expanded to utility workers vehicles
- July 18, 2018 - Conditional operation of Autonomous Vehicles
- July 18, 2018 - Allows increasing speeds on non-state highway divided highway from 60 to 65 mph, also allows increasing speed limit on state divided expressways from 65 to 70 mph
- January 1, 2019 - Change age from “up to 6” to “up to 8” for children riding in a federally approved child safety seat and rear facing up to age 2.
- August 27,2021 – Change reportable crash from $1,000 to $1,500
- July 1, 2021 – 24/7 Sobriety Program Act that will authorize a 24/7 program for the state of Nebraska
- June 1, 2021 – To-Go Alcohol that will allow permanent licenses for retailers to sell ready-to-drink cocktails and mixed alcoholic beverages.

State Demographic Analysis

Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,967,923 on July 1, 2022, a .2 % increase since the 2021 Census (1,963,692). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 61.6 percent of the population is white, 12.4 percent black, 18.7 percent Hispanic, 6% Asian and 1.1% American Indian or Alaska Native. According to the Census, 24.7 percent of the population is under 18 years of age, 59.1 percent is between the ages of 18 and 65 and more than 16.2 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2022, there were 1,491,319 licensed drivers and 2,451,708 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 15 daily and 152 weekly newspapers, broadcast media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

Highway Safety Planning Process

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

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

HSP Flowchart

HSP Program Planning Calendar

January – February	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or Program Assessment comments. Post Grant Contract Proposal Guide and Policies, and Procedures on website.
March – April	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
May	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO for formal review and rating.
June	Draft the HSP including 3-year problem identification, public participation, and engagement, performance measures and countermeasure strategies. Review, print, and formally submit the HSP to NHTSA for review and approval.
July	Finalize contract negotiations and approvals. Respond promptly to any requests for additional information regarding HSP Plan from NHTSA.
August – September	Submit the HSP Application including the Sections 402, 405 and 1906 grant applications for review by NHTSA and program area experts. Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
October	Implement grants and contracts. Begin to collect information for the Annual Report.

Problem Identification Process, Data Used and Participants

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

The source of data used to define the crashes is the NDOT Crash Information Database which was updated to MMUCC Ver. 5 on January 1, 2021. FARS, NEMSIS, EMS, DHHS, US Census, DMV Driver and Vehicle, NDOT Roadway and other National and local data sources are also used to analyze the data and define the people involved in crashes.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is overrepresented in crashes may suggest that there is a

characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

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

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

Equity and Engagement Section

Triennial HSP engagement planning. Description of the State's public participation and engagement planning efforts in the highway safety planning process and program.

A) The HSO supports the inclusion of equity and ensures that equity is centered in the planning and implementation of the highway safety grant program. The State's starting goals for the public engagement efforts, including how the public engagement efforts will contribute to the development of the State's highway safety program, including countermeasure strategies for programming funds will achieve the following goals:
   1) Ensuring that the public participation and engagement opportunities that are conducted are meaningful and that equity is a focus throughout all stages of the highway safety grant program.
   2) To advance equity through the Safe System Approach in support of the Executive Order # 13985 and the National Roadway Safety Strategy (NRSS). Due to a growing body of evidence of racial and ethnic disparities in travel outcome exists, NDOT plans to establish ongoing communication with up to ten new community organizations (Omaha Refugee Task Force, Methodist of Lincoln, Asian Community and Cultural Center, Center for Rural Affairs, Latino Center of the Midlands, Malone Community Center, Yazda Yazidi Cultural Center, Urban League, Downtown Community Development, Nebraska Urban Indian Health) by 12/31/2026. These organizations are represented by State data for being overrepresented in crashes or underserved for highway safety information. In FARS these groups represent 18% of fatalities but only 12.5% of population.
   3) To decrease the increasing trend for drivers age 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.
   4) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 11 percent from 88 (5 year rolling average in 2018-2022) to 83, by December 31, 2024, and by 13.5 percent to 81 by December 31, 2026.
B) Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data, (*i.e.,* what communities did the State identify at the outset of the process) and a description of how those communities were identified:

1) Teens = 5.2% of drivers but 14% of all crashes as evidenced in the DMV driver database and detail of the State crash data. The HSO has a teen goal of : To decrease the increasing trend for drivers age 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026. We are going to achieve this by adding the suggestions from the engagement sessions to our current projects to communicate relevant information to the teen drivers. We will also continue to engage with the teen drivers throughout the grant year to enhance programs as necessary.
2) The HSO has included the *Nebraska Priority Counties for FY2024* on page 14 of the THSP that describes the top 24 counties in Nebraska Fatal, A & B crashes. This chart also indicates several other indicators defining the counties as high priority or over-represented in crashes such as youth involved crash rates. This data was also used to select a group in Lancaster County, one of the highest youth crash rates, to engage with for the teen driving discussion.
3) Further research from FARS shows that although the percentage has decreased in the past ten years, almost 8% of fatal crashes involves a driver aged 20 or younger. In the State data analysis the top five counties for teen fatalities include Lancaster, Cass, Douglas, Sarpy and Adams.
4) Nebraska Rural residents = 27% of Population from the National Census Bureau 2020 data with 2021 estimates but represent 28% of crashes and 65% of fatalities as evidenced in the Nebraska Crash Data.
5) Unbuckled = 24% of Nebraska drivers and front seat passengers are not buckled according to the annual Nebraska (NHTSA approved) Seat Belt Observation Survey (https://nebraskastategov.sharefile.com/public/share/web-sd5fe78f29e8f4afca860cf18547b85f9) but represent 64% of fatalities according to the Nebraska State Crash Data. FARS most recent data, 2021 shows 46% of fatalities are not restrained and 74% of fatalities are rural (https://cdan.dot.gov/SASJobExecution/).

Triennial HSP engagement outcomes. A narrative description of the outcomes of the State's engagement efforts in the highway safety planning process.

A) The HSO attended an engagement meeting with the Malcom High School in Lancaster County, Nebraska to gain feedback and input from teen drivers.
   1) Gaining access to teenage drivers in an engaging setting has been very limited in the past so the HSO took advantage of our high school connections through the Teens in the Driver Seat Program (TDS). The TDS program manager was able to connect us with the Malcom High School administrator who was very cooperative in setting the meeting during school time with junior and senior students which was not any part of the TDS program. We discussed the best option to meet with teen drivers solely to allow engagement and formulation of ideas that would affect the high crash rate of teen drivers. The school administrative contact indicated the school could offer a not threatening, neutral environment for and engaging discussion, the school was the best option and that the best time to meet with a group of teen drivers would be during school when many of them had a 50-minute break between classes and any others could participate with permission. Other times including after school were considered, but then we would not get a representative group considering some would have activities, work or going home for other commitments.
   2) All junior and senior students are at least 14 years old and under the age of 20, so they are exactly the market of teen drivers we needed to reach. All of the students had a driver's license or learner's permit and were currently driving.
   3) The school had one of the teacher/monitors for the period stay in the meeting to ensure there were no language or understanding issues. They were also helpful in encouraging the teens to engage in the discussion. (prior to meeting) All students were fluent in English, familiar with driving and traffic

rules. The school is ADA compliant and offered a classroom environment where the teens were very familiar with discussing topics with open conversations. The 9:00 am time period between classes offered a great opportunity when many students were available.

B) The HSO attended an engagement meeting with the Omaha Cornhusker Driving School (CDS) class in Douglas County, Nebraska to gain feedback and input from teen drivers.
   1) The HSO contacted the CDS after a suggestion from the Omaha Police Department contact that works with our Project Night Life program to educate teen drivers and perform enforcement. The CDS has worked closely with the HSO on many projects in the past and could provide a group of teen drivers in the largest county in Nebraska that ranked third in Fatal, A & B crashes (NHTSA definition A=Suspected Serios Injury, B=Suspected Minor Injury) with only 65% seat belt use in these crashes. The CDS instructor agreed to allow us to meet with the teens for sixty minutes during the next available class.
   2) All students enrolling in this class are required to have at minimum a learner's permit but driving for 1 year or less which fit our target of 20 and younger.
   3) The meeting was conducted at their school driving facility that meets all ADA requirements.

The results of the engagement opportunities conducted.

A) Results from the Malcom High School Engagement.
   1) We had about 25 students offer to stay for the discussion after we arrived in the classroom. The students that were normally in this room were offered the option to participate in our discussion and the administration also made a general announcement/invitation to all students that they could join us as well if they did not have any class conflicts. All of the teens that participated were of driving age and currently had a school permit or driver's license which fit our expectations. Some of them had completed driver education classes or participated in advanced driver training events offered in the community.
      - Following is a list of questions asked during the engagement (questions are bulleted ending in "?" and their responses are the numbered statements below each question):
      - Why do you think teen drivers are in more crashes than other drivers?
          (1) Teens are less experienced drivers.
          (2) They drive more that some age groups.
      - Why do teen drivers not wear seat belts?
          (1) They may think it's cool not to wear a seatbelt.
          (2) They are distracted when entering the car and don't think about it.
          (3) They think it doesn't matter; it won't happen to them.
      - What would help convince drivers that seatbelts matter?
          (1) Stats of fatalities, even though it's never happened to you.
          (2) Incentive to create habit—how? Education on numbers.
          (3) Radio—Parents and teachers will turn on radio during driving or class.
          (4) Pandora or Spotify may have ads. Ad pops up so they have to close to play their music.
      - Have you heard the seat belt messages in the past 2 years?
          (1) Yes, most have heard messages.
      - Which current advertising are the students aware of?
          (1) Buckle up phone down.
          (2) Someone is counting on you. Seen on TV or State High school game
          (3) Interstate signs messaging
      - Does the Click it or Ticket campaign convince you to wear a seat belt?
          (1) No, it is familiar, but you do not get a ticket for now wearing a seat belt.

- What would encourage all teen drivers/passengers to wear seat belts?
    (1) Communication with teens.
    (2) Use a "teen" suggested message – some examples were given.
- Would a new campaign with "your suggested" message convince the teens you know to wear a seat belt?
    (1) Teens hear a lot of commands, instead create messaging that allows the teen to make their own decision about safe driving, instead of just being told to do it.
    (2) Have the message come from Teens, suggest having "teen aged group" design a campaign.
    (3) Youth led messaging, safety messages created by youth and on platforms youth use such as: Tik Tok, Instagram, Snapchat, memes, Life 360
    (4) Change the expectation that it's "cool", to wear seat belts.
    (5) Also education on the liability on the driver when someone else in the car isn't buckled.
    (6) Get message out to entire audience in one go around, like school assemblies. Speakers sharing real life situation, and engage the audience, allow critical thinking.
    (7) Advertising on screen at high school events
- 100% responded to using a device while driving (driving distracted).
- What would be important enough to not look at your phone while driving?
    (1) Teens in the Driver Seat app— financial incentive to not be on phone.
    (2) 90% responded to being familiar with Teens in the Driver Seat.
    (3) If parents tracked the teen's driving with the 360 app that has a report available of driving behaviors and any phone use.

B) The results from the engagement at Cornhusker Driving School in Omaha.

1) We have about 20 students attending the driver education class that were informed in advance that we would be joining their class for about 60 minutes to discuss driving behavior and how it could be improved. There were 11 male students all aged 15 to 16 years old. The students were of multiple ethnicities and all could speak/understand English. We posed the same questions from our earlier school engagement to have a discussion about teen driving. In this group, over 20% stated they did not wear seat belts all of the time for the reasons listed below and the group was in consensus that better media campaigns as described below would get the message to more teen drivers. The majority did not think speeding is an issue and agreed that they emulate parents behaviors.
2) Following is the list of questions to start discussion (questions are bulleted ending in "?" and their responses are the numbered statements below each question):
3) Why would teen drivers not wear a seatbelt?
    (1) Discomfort
    (2) short distance
    (3) peer pressure

- What would help convince drivers that seatbelts matter?
    (1) Younger message giving examples
    (2) hearing real stories
    (3) Seeing how it impacts the community and local stories.
    (4) Scary commercial so they pay attention to see the result.
- Which current advertising are the students aware of?
    (1) None, they didn't remember any campaigns
- 92% responded to using a device while driving (driving distracted).
- What would be important enough to not look at your phone while driving?

    (1) The idea that it is not just your life, it is everyone on the road
- What are effective ways or strategies to share a message with teens?
    (1) When they think it is popular
    (2) when someone they respect says it or a like image saying it.
    (3) Continued driving classes as you get older.
- What are some techniques that messaging should address?
    (1) Mom saying if you don't want me to see you doing this then don't do it. Teen driver agreement.
    (2) Some punishment as a deterrent.
- Do you think changing seatbelt laws creates better behavior?
    (1) Yes, if more tickets were written
    (2) If it created a belief that drivers would get a ticket.
- What are your perceptions on the issue of speeding?
    (1) Were not afraid to speed when road seemed safe.
    (2) As long as nobody else was on road, it is ok.
- 10% of attendees use life 360. Life 360 can tell you if speed. It also has phone usage. Could use as an incentive.
- What are your perceptions on driving after midnight on a restricted license?
    (1) Less people on the road makes it safer.
    (2) Harder to see.
- What would help us reduce the number of teen crashes?
    (1) Seat belt or suffer the belt – a consequence from parents.

How the affected communities' comments and views have been incorporated into the development of the triennial HSP.

A) The new seat belt message that is included in the Occupant Protection Public Information and Education program area is to be launched with the Click it or Ticket National Mobilization in May 2024 has been modified to:
   1) Communicate with Teen drivers.
   2) Was developed by the teen aged group at the UNL Jacht Marketing Club.
   3) Is a message with real life examples told by teen drivers that will allow the audience to "make their own decision".
   4) Will include social and digital placement rated highly for teen use.

B) Provide additional grant funding to bring national speakers, such as Cara Filler or other relational speakers to at least four high schools per year. The strategy has been added to the youth public information and education project in the AGA and the young driver program noted on page 31 of the HSP.

C) Continue to staff teen attended events across the state where we can engage with teen drivers, discuss current dangerous driving behaviors and collect their input on how these behaviors could be changed to decrease teen involved serious and fatal crashes.

Ongoing engagement planning.

The goals for the public engagement efforts in Nebraska will include further analysis of the local, state and national traffic safety data to be able to identify all over-represented and under-served population communities.

The HSO will continue to engage the over-represented teen drivers with additional meetings and follow-up to verify if the current strategies are effective. Since the schools offer the best attendance of teen drivers in an accessible location that can overcome any language or communication barriers, additional meetings will be organized at schools within the top five counties.

The HSO will also develop an engagement plan to connect with the over-represented unbelted rural drivers. The data will be further analyzed to identify the top five counties for unbelted serious and fatality crashes where the HSO will then coordinate with local community leaders to organize a meeting that would be attended by our target audience. Accessibility and communication barriers will be addressed included interpreters when needed.

The HSO will combine and analyze all of the input from the engagements to continue to shape the HSP. The media choices that the young drivers connect with will be further included in communications. The events in schools will be assessed to verify the speakers are connecting with the students. Input from the rural drivers will be used to further understand why they do not wear seat belts and information/action would cause them to change behavior to shape the occupant protection program.

The HSO works each year to increase the number of partnerships throughout the state and has worked with many partners over the years. Last year, the HSO partnered with approximately 200 distinct organizations to implement over 250 projects as part of the FY2023 HSP. In FY2024 the HSO will continue to establish new partnerships with special emphasis on engaging local planning organizations, local health departments and advocacy groups in underserved communities.

The HSO will use the input from the additional teen meetings as stated above to continue to shape the communication plan so that it will be more relative to the affected market. The speaker presentations will be assessed to verify that they are connecting to the teen groups or more relative speakers will be sought. The input from the new partnerships will be included in the planning for the FY25 Annual Grant Application to ensure that projects are modified where necessary to reach these affected communities.

Highway Safety Partnerships

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

Federal, state and local government agencies:

- Nebraska Supreme Court (Administrative Office of the Courts & Probation)
- Nebraska Department of Transportation
- Nebraska Department of Motor Vehicles
- Nebraska Department of Health and Human Services C.O.D.E.S & Injury Prevention Program
- Federal Highway Administration
- Nebraska Liquor Control Commission
- Nebraska Attorney General
- University of Nebraska – Kearney - Nebraska Safety Center
- University of Nebraska - Omaha
- University of Nebraska – Lincoln
- Nebraska Commission on Law Enforcement and Criminal Justice
- National Highway Traffic Safety Administration

- Governors Highway Safety Association

Hospitals, local health departments, law enforcement, etc.

- Nebraska Hospital Association
- Nebraska Nurses Association
- Nebraska Department of Education
- Nebraska State Patrol (NSP)
- Over 200 Sheriff's Offices and Police Departments
- Nebraska Game & Parks Enforcement Division
- Broadstone Memorial Hospital
- Bryan Health Independence Center Advisory Committee
- The Bridge Behavioral Health
- Mary Lanning Healthcare
- CHI St. Francis
- CHI Good Samaritan
- Four Corners Health Department
- Lincoln/Lancaster County Health Department
- Lincoln Fire and Rescue
- Panhandle Public Health District
- Three Rivers Health Department
- Sarpy/Cass Health Department
- St. Francis Memorial Healthcare
- Sarpy County Task Force
- Project Night Life, OPD

Non-profit organizations:

- Nebraska Mothers Against Drunk Driving
- Nebraska Brain Injury Alliance
- National Safety Council, Nebraska Chapter
- Nebraska Prevention Center for Alcohol and Drug Abuse
- Nebraska Safety Council, Inc.
- One World Community Health Centers, Inc.
- Keep Kids Alive, Drive 25
- Safe Kids Nebraska
- Bike Walk Nebraska

Professional associations:

- Nebraska County Attorney's Association
- Nebraska Trucking Association
- Nebraska State Troopers Association
- Nebraska Medical Association
- Nebraska Sheriff's Association

- Police Officers Association of Nebraska
- Municipal Vision Zero Groups

The participating members of the Nebraska Advocates for Highway Safety Meetings are vital partners and collaborators in the problem identification and priority determination process. Among the other groups that contribute are:

- Agriculture Safety Council of Nebraska
- City of Omaha Prosecutor's Office
- Douglas County Attorney's Office
- DHHS CODES Data Management Team
- DHHS, Injury Prevention
- Drive Smart Nebraska Coalition
- Injury Prevention Planning Group
- AAA Nebraska
- Nebraska Motor Club Foundation
- Nebraska Collegiate Prevention Alliance
- Nebraska Operation Lifesaver Committee
- Nebraska DHHS Preventive Health Advisory Committee
- Nebraska Transportation Coalition
- Nebraska Impaired Driving Task Force
- Project Extra Mile
- Students Against Destructive Decisions
- Traffic Records Coordinating Committee

Nebraska Priority Counties

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

For the purpose of this FY2024 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

NEBRASKA PRIORITY COUNTIES FOR FY2024

COUNTY CRASH RATE compared to STATE CRASH RATE

PER 100 MILLION MILES

Congressional District	County	2020 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2020 Population**
Three	ADAMS	55	23.90	2.61	3.48	7.82	17.82	58.3%	31,321
Three	BOX BUTTE	26	27.85	3.21	1.07	10.71	23.57	56.6%	10,696
Three	BUFFALO	126	19.65	0.62	1.25	6.86	17.78	74.5%	50,114
One	BUTLER	26	19.62	1.51	0.75	6.04	17.36	77.0%	7,960
One	CASS	61	14.16	1.39	2.09	4.18	10.68	69.7%	26,232
One	COLFAX	22	18.43	2.51	1.68	6.70	14.24	71.2%	10,587
One	CUMING	25	19.61	0.78	0.78	7.84	18.04	85.2%	8,798
Three	CUSTER	26	15.34	1.18	2.36	4.13	11.80	58.3%	10,626
Three	DAWES	21	22.86	3.27	4.35	5.44	15.24	50.0%	8,361
One	DODGE	102	29.29	2.87	2.30	8.90	24.13	82.2%	36,222
Two	DOUGLAS	1318	31.88	3.00	1.21	8.03	27.67	65.0%	574,332
Three	GAGE	43	19.99	1.86	1.86	4.65	16.27	58.7%	21,431
Three	HALL	138	21.47	1.56	1.40	6.07	18.51	80.7%	61,028
One	LANCASTER	793	30.61	2.74	1.20	10.00	26.68	87.9%	320,650
Three	LINCOLN	124	19.26	1.09	1.86	4.82	16.31	77.3%	34,347
One	MADISON	87	27.70	1.91	1.59	7.32	24.20	76.8%	474
Three	OTOE	31	11.20	2.53	2.17	2.89	6.50	47.1%	15,965
Three	PHELPS	22	19.24	1.75	0.00	6.12	17.49	64.3%	9,006
One	PLATTE	87	25.42	2.92	2.34	6.72	20.16	74.7%	33,364
Three	RED WILLOW	22	19.51	0.89	0.00	7.10	18.63	35.7%	10,627
Three	SALINE	35	28.99	3.31	1.66	7.46	24.02	51.7%	13,987
One/Two	SARPY	258	17.85	2.28	0.97	6.09	14.60	86.5%	188,856
Two	SAUNDERS	45	16.83	1.12	1.12	5.24	14.59	74.0%	21,927
Three	SCOTTS BLUFF	85	27.54	2.92	0.97	6.48	23.65	70.4%	35,299
	24 County Population								1,542,210
	Statewide	4,390	20.65	2.01	1.22	5.63	17.42	72.3%	1,937,552

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

Data taken from 2020 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County

80% of Population

* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2020 Annual Vehicles Miles - NDOT.
*Occ/Prot Percentage are taken from the 2020 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6

**U.S. Census Bureau Population as of July 1, 2020. Revised 2-3-2023

**Population information is used to document the percentage of state's population represented.

Nebraska 2020 data is the most current data for the FY2024 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE

Geographical problem identification considerations will primarily concentrate on the selected 24 priority counties, representing 80% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Traffic Safety Performance Measures

In determining the HSP performance measures, the HSO coordinates with the development of the SHSP and the Highway Safety Improvement Program (HSIP) performance measures. Upon a review of the state's five-year rolling averages of the annual fatality and crash data, representatives of the NDOT Highway Safety Office, other NDOT Engineering Sections responsible for the HSIP, and the state's MPO's, have discussed and determined agreeable, identical target rates for C-1 through C-3. The remaining targets are set by the HSO following the same projections.

Performance measures enable the state to track progress, from a specific baseline, toward meeting a target. In August 2008, the US Department of Transportation released a document DOT HS 811 025, that outlines a minimum set of behavioral highway safety plans and programs. The 11 Core (C) performance measures were developed by NHTSA in collaboration with GHSA and others. The initial minimum set contains 14 measures: 11 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to state highway safety plans and uses existing data systems. Beginning with the 2024 Highway Safety Plans and Annual Reports, states set targets for the report progress on each of 11 core outcome and behavior measures triennially. The following are the 15 performance measures which will be identified within their respective program areas:

OUTCOME MEASURES:

C-1. Traffic Fatalities (actual-FARS)

C-2. Number of serious (disabling) injuries (State Crash Data)

C-3. Fatality rate per 100M VMT (FARS, FHWA)

C-4. Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)

C-5. Number of fatalities involving driver or motorcycle operator with .08 BAC or above (FARS)

C-6. Number of speeding-related fatalities (FARS)

C-7. Number of motorcyclist fatalities (FARS)

C-8. Number of unhelmeted motorcyclist fatalities (FARS)

C-9. Number of drivers age 20 or younger involved in fatal crashes (FARS)

C-10. Number of pedestrian fatalities (FARS)

C-11. Number of bicyclist fatalities (FARS)

BEHAVIOR MEASURE:

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

ACTIVITY MEASURES:

1. Number of seat belt citations issued during grant-funded enforcement activities (Grant Activity Reports)

2. Number of impaired driving arrests made during grant funded enforcement activities (Grant Activity Reports)

3. Number of speeding citations issued made during grant-funded enforcement activities (Grant Activity Reports)

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

Traffic Safety Performance Measures, Targets and Program Area Report

Traffic Safety Performance Trends and Targets

			Baseline					Preliminary		Projections			
	PERFORMANCE MEASURES		2016	2017	2018	2019	2020	2021	2022^^	2023	2024	2025	2026
C-1	**Traffic Fatalities*+**	**Annual**	218	228	230	248	233	221	244	235	235	235	235
	To decrease the increasing trend for traffic fatalities by maintaining a constant trend of 235 (5 year rolling average in 2018-2022) through December 31, 2024 and December 31, 2026.	5-Year Rolling Average	222	226	229	234	231	232	235	236	234	234	237
C-2	**Serious Traffic Injuries**	**Annual**	1,588	1,478	1,394	1,400	1,285	1,134	1,219	1,228	1,168	1,107	1,047
	To decrease serious traffic injuries by 18.3 percent from 1,286 (5 year rolling average in 2018-2022) to 1,168 by December 31, 2024 and by 26.7 percent to 1,047 by December 31, 2026.	5-Year Rolling Average	1,585	1,548	1,520	1,476	1,429	1,338	1,286	1,253	1,207	1,171	1,154
C-3	**Fatalities per VMT*+**	**Annual**	1.05	1.05	1.1	1.17	1.20	1.03	1.15	1.12	1.12	1.12	1.12
	To reduce the fatalities/100 VMT by 0.01 percent from 1.13percent (5 year rolling average in 2018-2022) to 1.12 percent through December 31, 2024 and Decmeber 31, 2026.	5-Year Rolling Average	1.12	1.12	1.12	1.13	1.12	1.11	1.13	1.13	1.12	1.11	1.12
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities***	**Annual**	83	99	88	90	100	76	88	86	83	81	81
	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 11 percent from 88 (5 year rolling average in 2018-2022) to 83, by December 31, 2024 and by 13.5 percent to 81 by December 31, 2026.	5-Year Rolling Average	101	100	97	96	94	91	88	88	87	83	84
C-5	**Alcohol-Impaired Driving Fatalities (BAC=.08+)*+**	**Annual**	61	67	68	60	71	65	66	66	66	66	66
	To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 66 (5 year rolling average in 2018-2022) through December 31, 2024 and December 31, 2026.	5-Year Rolling Average	64	62	64	64	65	66	66	66	67	66	66
C-6	**Speeding-Related Fatalities***	**Annual**	36	37	29	49	39	36	37	37	37	37	36
	Reduce speeding-related fatalities by 3.0 percent from 38 (5 year rolling average in 2018-2022) to 37, by December 31, 2023 and 4.4 percent to 36 by December 31, 2026.	5-Year Rolling Average	41	40	38	38	38	38	38	40	37	37	37
C-7	**Motorcyclist Fatalities*+**	**Annual**	20	27	23	25	33	21	30	26	26	26	26
	To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 26 (5 year rolling average in 2018-2022) through December 31, 2024 and through December 31, 2026.	5-Year Rolling Average	20	21	23	24	26	26	26	27	27	26	27
C-8	**Unhelmeted Motorcyclist Fatalities*+**	**Annual**	3	0	2	1	5	2	3	3	3	3	3
	To decrease the increasing trend for unhelmeted motorcyclist fatalities by maintaining a constant trend of 3 (5 year rolling average in 2018-2022) through December 31, 2024 and through December 31, 2026.	5-Year Rolling Average	2	2	2	2	3	2	3	3	3	3	3
C-9	**Drivers Age 20 or Younger Involved in Fatal Crashes***	**Annual**	26	35	40	33	38	30	35	35	35	35	35
	To decrease the increasing trend for drivers age 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024 and through December 31, 2026.	5-Year Rolling Average	35	35	35	35	34	35	35	34	35	34	35
C-10	**Pedestrian Fatalities*+**	**Annual**	12	20	24	20	18	15	22	20	20	20	20
	To decrease the increasing trend of pedestrian fatalities by maintaining a constant trend of 20 (5 year rolling average in 2018-2022) through December 31, 2024 and through December 31, 2026.	5-Year Rolling Average	13	14	17	19	19	19	20	19	19	19	20
C-11	**Bicyclist Fatalities***	**Annual**	1	3	0	1	1	1	0	0	0	0	0
	To reduce bicyclist fatalities by 100 percent from 1 (5 year rolling average in 2018-2022) to 0, by December 31, 2024 and to 0 by December 31, 2026.	5-Year Rolling Average	1	2	2	2	1	1	1	1	0	0	0

	CORE BEHAVIOR MEASURE												
B-1	**Seat Belt Use*** ** To reduce the decreasing trend of statewide observed seat belt use of front seat outboard occupants in passenger vehicles by maintaining a constant trend of 80.7 percentage points (5 year rolling average in 2018-2022) through December 31, 2024 and through December 31, 2026.	**Annual**	83.3%	85.9%	85.5%	79.7%	80.6%	81.2%	76.3%	80.7%	80.7%	80.7%	80.7%
	ACTIVITY PERFORMANCE MEASURES												
A-1	**Seat Belt Citations**	**Annual**	1,837	1,852	1,422	1,098	466	647	522	N/A	N/A	N/A	N/A
A-2	**Alcohol/Impaired Driving Arrests**	**Annual**	1,183	1,099	1,097	1,182	762	799	592	N/A	N/A	N/A	N/A
A-3	**Speeding Citations**	**Annual**	22,788	13,967	11,278	9,620	6,380	6,707	5,855	N/A	N/A	N/A	N/A
	FATAL, A AND B INJURY CRASH TARGETS												
	Fatal, A and B Crashes+**	**Annual**	5,297	5,011	4,928	4,861	4,383	4,896	4,896	4,896	4,896	4,896	4,896
	To decrease the increasing trend of fatal, A and B crashes by maintaining a constant trend of 4,896 (2016-2020 rolling average) through December 31, 2024, and through December 31, 2026.	5-Year Rolling Average	4,904	4,923	4,966	5,009	4,896	4,816	4,793	4,786	4,793	4,896	4,896
	Alcohol-Impaired Fatal, A and B Crashes**	**Annual**	579	553	529	470	469	507	492	476	461	445	430
	Reduce alcohol-impaired fatal, A and B crashes by 11.4 percent from 520 (2016-2020 rolling average) to 461, by December 31, 2024, and by 17.4 percent to 430 by December 31, 2026.	5-Year Rolling Average	585	565	561	540	520	506	493	483	481	476	461
	Speed-Related Fatal, A and B Crashes**	**Annual**	282	231	317	300	269	270	265	260	255	250	245
	Reduce speed-related fatal, A and B crashes by 8.7 percent from 280 (2016-2020 rolling average) to 255, by December 31, 2024, and by 12.3 percent to 245, by December 31, 2026.	5-Year Rolling Average	299	287	284	276	280	277	284	273	264	260	255
	Youth-Involved Fatal, A and B Crashes**	**Annual**	1,464	1,349	1,296	1,259	1,198	1,315	1,308	1,300	1,293	1,286	1,278
	Reduce youth-involved fatal, A and B crashes by 1.5 percent from 1,313 (2016-2020 rolling average) to 1,293, by December 31, 2024, and to by 2.7 percent to 1,278 by December 31, 2026.	5-Year Rolling Average	1,351	1,340	1,340	1,342	1,313	1,283	1,275	1,276	1,283	1,300	1,293
	All Other Factors, Fatal, A and B Crashes+**	**Annual**	4,418	4,227	4,082	4,091	3,645	4,093	4,093	4,093	4,093	4,093	4,093
	To decrease the increasing trend of all other fatal, A and B crashes by maintaining a constant trend of 4,093 (2016-2020 rolling average) through December 31, 2024, and through December 31, 2026.	5-Year Rolling Average	4,017	4,068	4,118	4,190	4,093	4,028	4,001	4,003	4,003	4,093	4,093
	#Distracted Driver, Fatal, A and B Crashes+**	**Annual**	982	894	874	842	725	863	863	863	863	863	863
	To decrease the increasing trend of distracted driver fatal, A and B crashes by maintaining a constant trend of 863 (5 year rolling average in 2016-2020) through December 31, 2024, and through December 31, 2026.	5-Year Rolling Average	844	864	889	898	863	840	834	831	836	863	863
	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes**	**Annual**	49	39	44	49	66	45	43	41	39	36	34
	Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 21.9 percent from 49 (5 year rolling average in 2016-2020) to 39, by December 31, 2024 and by 31 percent to 34 by December 31, 2026.	5-Year Rolling Average	58	55	50	49	49	49	50	49	47	41	39

Source: *FARS, **Nebraska State Crash Data, ***Nebraska Safety Belt Use Report (Through 2022 Actual Data)

^ Annual Targets are based on 5-year Rolling average trend projections for 2016 to 2023. ^^Preliminary 2022 State data for C1 - C11. All other are projections.

+Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2021-2026. In order to stop the trend, a constant target was applied to each year's projection to meet the BIL requirement that States must set performance targets that demonstrate constant or improved performance.

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

HSP Traffic Safety Performance (Core Outcome) Measures For Nebraska (FARS)

Performance Measure Identifier							Preliminary		Projection			
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
C-1	Traffic Fatalities+	218	228	230	248	233	221	244	235	235	235	235
C-2	Serious Traffic Injuries^	1588	1478	1394	1400	1285	1134	1219	1228	1168	1107	1047
C-3	Fatalities Per 100 million VMT+	1.05	1.05	1.10	1.17	1.20	1.03	1.15	1.12	1.12	1.12	1.12
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	83	99	88	90	100	76	88	86	83	81	81
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)***+	61	67	68	60	71	65	66	66	66	66	66
C-6	Speeding-Related Fatalities	36	37	29	49	39	36	37	37	37	37	36
C-7	Motorcyclist Fatalities+	20	27	23	25	33	21	30	26	26	26	26
C-8	Unhelmeted Motorcyclist Fatalities+	3	0	2	1	5	2	3	3	3	3	3
C-9	Drivers Age 20 and Younger in Fatal Crashes	26	35	40	33	38	30	35	35	35	35	35
C-10	Pedestrian Fatalities+	12	20	24	20	18	15	22	20	20	20	20
C-11	Bicyclist and Other Cyclist Fatalities	1	3	0	1	1	1	0	0	0	0	0
B-1	Observed Seat Belt Use~	83.3%	85.9%	85.5%	79.7%	80.6%	81.2%	76.3%	80.7%	80.7%	80.7%	80.7%
	~ Nebraska Safety Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS) +Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2021-2026. In order to stop the trend, a constant target was applied to each year's projection to meet the BIL requirement that States must set performance targets that demonstrate constant or improved performance. *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash											
	Activity Performance Measures~	2016	2017	2018	2019	2020	2021	2022				
A-1	Grant Funded Enforcement Activities (FY)	1,837	1,852	1,422	1,098	466	647	522				
A-2	Grant-Funded Enforcement Activities (FY)	1,183	1,099	1,097	1,182	762	799	592				
A-3	Grant-Funded Enforcement Activities (FY)	22,788	13,967	11,278	9,620	6,380	6,707	5,855				
	~Source: NDOT-HSO - Annual Grant Reports											
	Fatal, A and B Injury Crash Targets	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
	Fatal, A and B Injury Crashes+	5,297	5,011	4,928	4,861	4,383	4,896	4,896	4,896	4,896	4,896	4,896
	Alcohol-Impaired Fatal, A and B Injury Crashes	579	553	529	470	469	507	492	476	461	445	430
	Speed-Related Fatal, A and B Injury Crashes	282	231	317	300	269	270	265	260	255	250	245
	Youth-Involved Fatal, A and B Injury Crashes	1,464	1,349	1,296	1,259	1,198	1,315	1,308	1,300	1,293	1,286	1,278
	All Other Factors - Fatal, A and B Injury Crashes+	4,418	4,227	4,082	4,091	3,645	4,093	4,093	4,093	4,093	4,093	4,093
	**Distracted Driver Fatal, A and B Injury Crashes+	982	894	874	842	725	863	863	863	863	863	863
	Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	49	39	44	49	66	45	43	41	39	36	34
	Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOT **Distracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other											

	FFY 2023 HSP				
Performance Measure:	**Target Period**	**Target Year(s)**	**Target Value FY23 HSP**	**Data Source*/ FY23 Progress Results**	**On Track to Meet FY23 Target YES/NO/In-Progress** (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2019-2023	254	2021 FARS* 244	In-Progress, narrative in HSP.
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	1,319	2021 FARS* 1,219	In-Progress, narrative in HSP.
C-3) Fatalities/VMT	5 year	2019-2023	1.30	2021 FARS* 1.15	In-Progress, narrative in HSP.

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY23 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2021-2023	88	2021 FARS* 88	In-Progress, narrative in HSP.
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	65	2021 FARS* 66	In-Progress, narrative in HSP.
C-6) Speeding-Related Fatalities	5 year	2019-2023	35	2021 FARS* 37	In-Progress, narrative in HSP.
C-7) Motorcyclist Fatalities	5 year	2019-2023	30	2021 FARS* 30	In-Progress, narrative in HSP.
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	3	2021 FARS* 3	In-Progress, narrative in HSP.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2021-2023	34	2021 FARS* 35	In-Progress, narrative in HSP.
C-10) Pedestrian Fatalities	5 year	2019-2023	24	2021 FARS* 22	In-Progress, narrative in HSP.
C-11) Bicyclist Fatalities	5 year	2019-2023	1	2021 FARS* 0	In-Progress, narrative in HSP.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	83.9%	NHTSA Certified ** State Survey 76.3	In-Progress, narrative in HSP.
*2021 FARS data is the most current data available. **Seat belt data from 2022 State Survey.					

Program, Project and Activity Selection Process

The HSO utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2024 through FY2026) funding periods.

Performance Target Selections

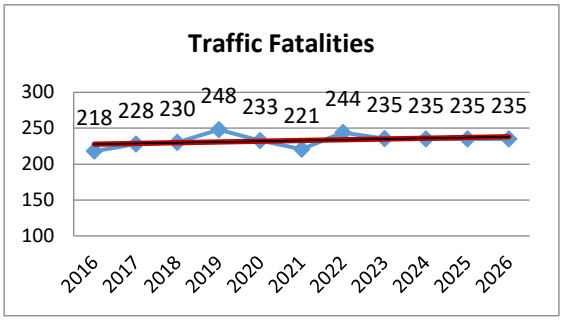
Performance targets, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration. The Countermeasures That Work, A Highway Safety Counter-measure Guide for State Highway Offices, 10th Edition was used as a resource document in preparation of the HSP projects.

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

Performance Target Justification

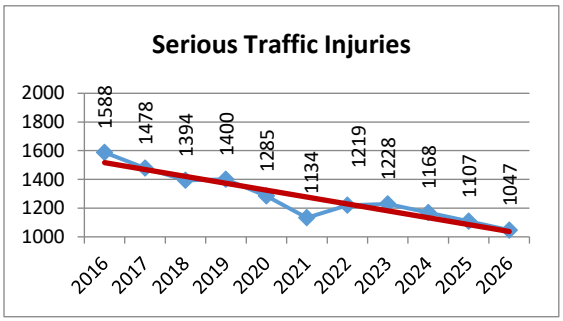
C-1 Number of traffic fatalities (FARS)

To decrease the increasing trend for traffic fatalities by maintaining a constant trend of 235 (5 year rolling average in 2018-2022) through December 31, 2024, and December 31, 2026.



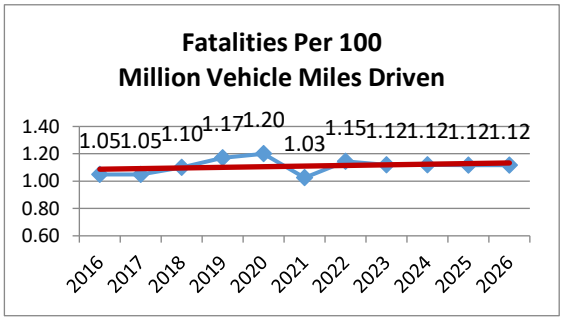
C-2 Number of serious injuries in traffic crashes (State crash data files)

To decrease serious traffic injuries by 18.3 percent from 1,286 (5 year rolling average in 2018-2022) to 1,168 by December 31, 2024, and by 26.7 percent to 1,047 by December 31, 2026.



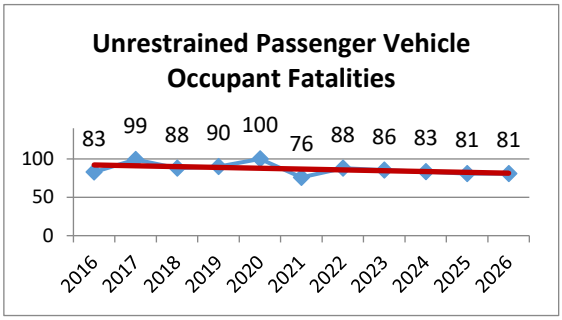
C-3 Fatalities/VMT (FARS, FHWA)

To reduce the fatalities/100 VMT by 0.01 percent from 1.13percent (5 year rolling average in 2018-2022) to 1.12 percent through December 31, 2024, and December 31, 2026.



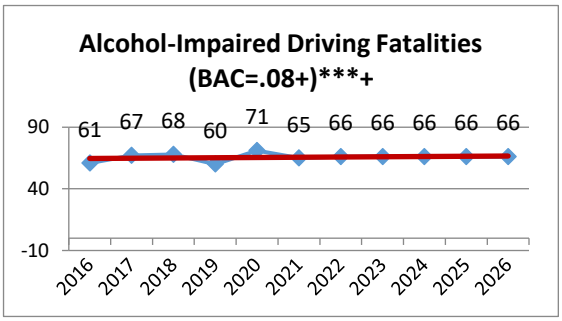
C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 11 percent from 88 (5 year rolling average in 2018-2022) to 83, by December 31, 2024, and by 13.5 percent to 81 by December 31, 2026.



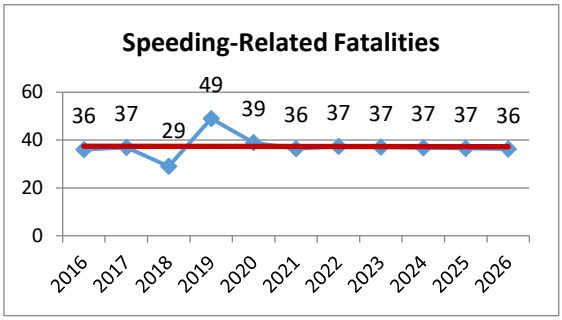
C-5 Alcohol-Impaired Driving Fatalities (FARS)

To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 66 (5 year rolling average in 2018-2022) through December 31, 2024, and December 31, 2026.



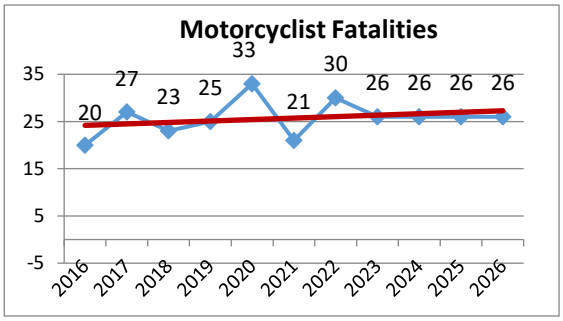
C-6 Number of speeding-related fatalities (FARS)

Reduce speeding-related fatalities by 3.0 percent from 38 (5 year rolling average in 2018-2022) to 37, by December 31, 2024, and 4.4 percent to 36 by December 31, 2026.



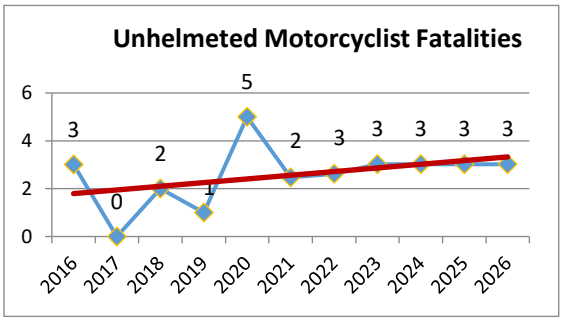
C-7 Number of motorcyclist fatalities (FARS)

To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 26 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.



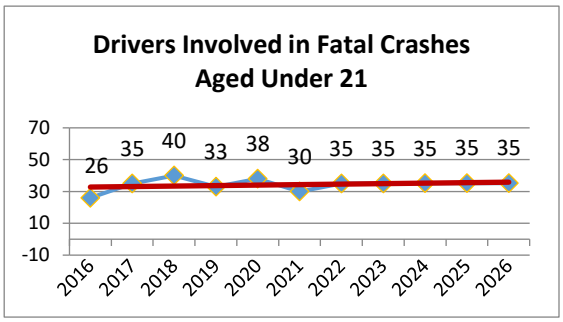
C-8 Number of unhelmeted motorcyclist fatalities (FARS)

To decrease the increasing trend for unhelmeted motorcyclist fatalities by maintaining a constant trend of 3 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.



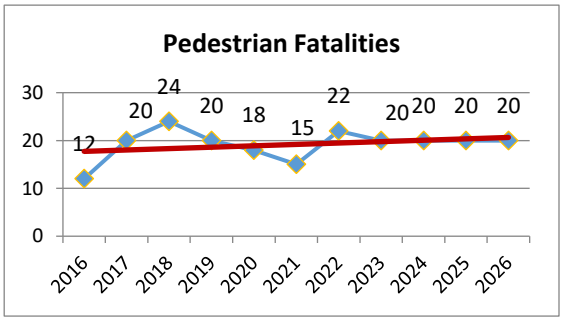
C-9 Number of drivers age 20 or younger involved in fatal crashes (FARS)

To decrease the increasing trend for drivers age 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.



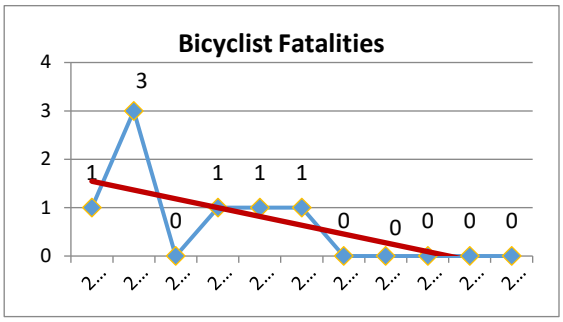
C-10 Number of pedestrian fatalities (FARS)

To decrease the increasing trend of pedestrian fatalities by maintaining a constant trend of 20 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.



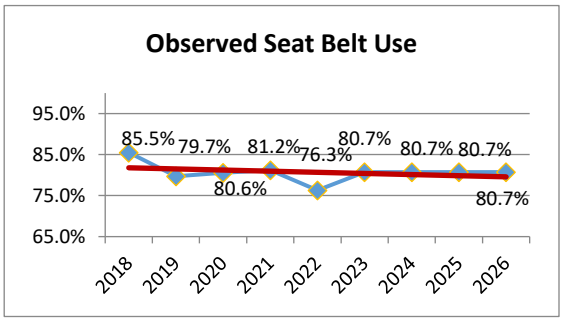
C-11 Number of bicyclist fatalities (FARS)

To reduce bicyclist fatalities by 100 percent from 1 (5 year rolling average in 2018-2022) to 0, by December 31, 2024, and to 0 by December 31, 2026.



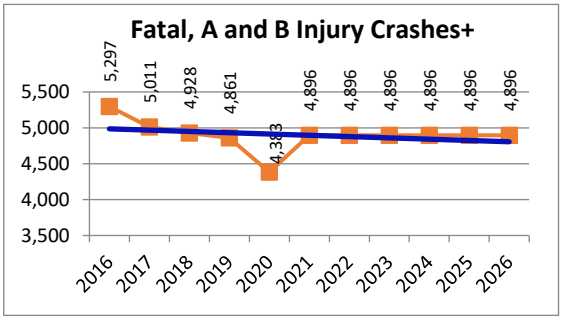
B-1 Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

To reduce the decreasing trend of statewide observed seat belt use of front seat outboard occupants in passenger vehicles by maintaining a constant trend of 80.7 percentage points (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.



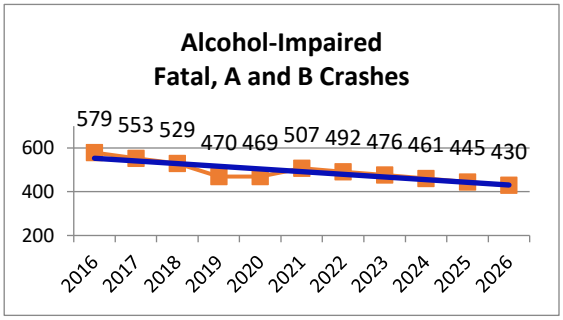
HSO – Target: Fatal, A and B Crashes (State Crash Data)

To decrease the increasing trend of fatal, A and B crashes by maintaining a constant trend of 4,896 (2016-2020 rolling average) through December 31, 2024, and through December 31, 2026.



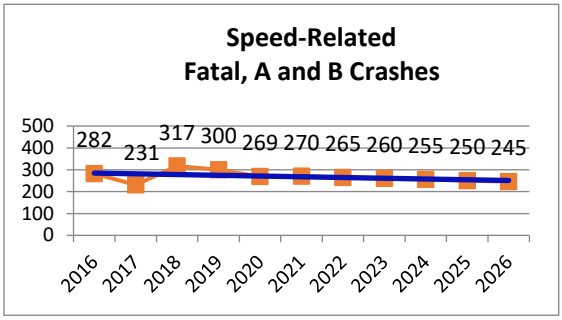
HSO – Target: Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)

Reduce alcohol-impaired fatal, A and B crashes by 11.4 percent from 520 (2016-2020 rolling average) to 461, by December 31, 2024, and by 17.4 percent to 430 by December 31, 2026.



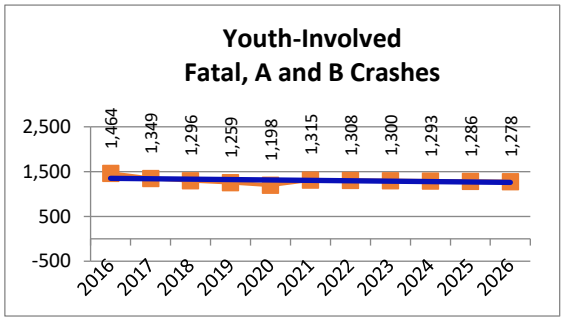
HSO – Target: Speed-Related Fatal, A and B Crashes (State Crash Data)

Reduce speed-related fatal, A and B crashes by 8.7 percent from 280 (2016-2020 rolling average) to 255, by December 31, 2024, and by 12.3 percent to 245, by December 31, 2026.



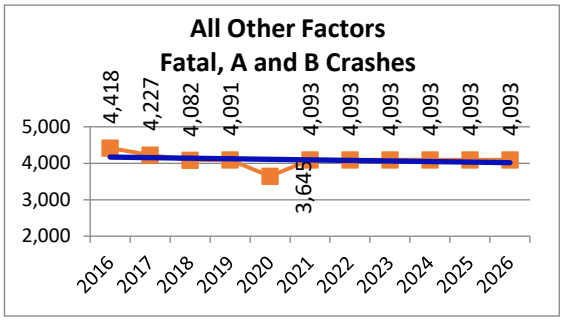
HSO – Target: Youth-Involved Fatal, A and B Crashes (State Crash Data)

Reduce youth-involved fatal, A and B crashes by 1.5 percent from 1,313 (2016-2020 rolling average) to 1,293, by December 31, 2024, and to by 2.7 percent to 1,278 by December 31, 2026.



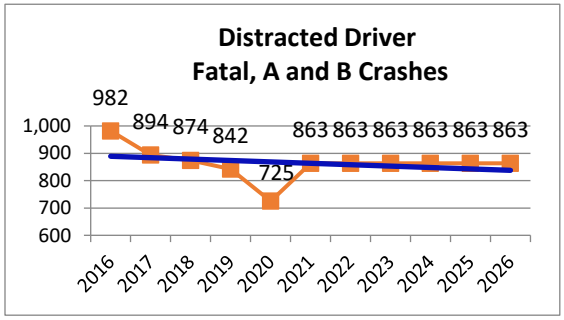
HSO – Target: All Other Factors, Fatal, A and B Crashes (State Crash Data)

To decrease the increasing trend of all other fatal, A and B crashes by maintaining a constant trend of 4,093 (2016-2020 rolling average) through December 31, 2024, and through December 31, 2026.

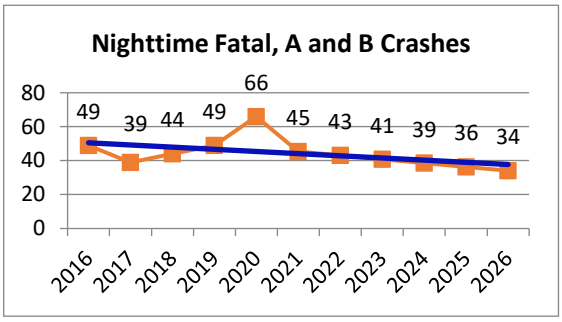


HSO – Target: Distracted Driver, Fatal, A and B Crashes (State Crash Data) *

To decrease the increasing trend of distracted driver fatal, A and B crashes by maintaining a constant trend of 863 (5 year rolling average in 2016-2020) through December 31, 2024, and through December 31, 2026.



HSO – Target: Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)
Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 21.9 percent from 49 (5 year rolling average in 2016-2020) to 39, by December 31, 2024, and by 31 percent to 34 by December 31, 2026.



Program Areas

Program Area: Communications (Media)

Paid Media

In FY2024, the HSO will use federal highway safety funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34-year-old males: 1) television; 2) radio; 3) movie screens; 4) retail point-of-sale; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing: 8) social media/digital electronic; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (New teen driver focused local campaign); 2) Impaired Driving (Current local campaign); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (New teen driver focused local campaign); 5) Motorcycle Safety (Revised local campaign); 6) Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national occupant protection and impaired driving High Visibility Enforcement Mobilizations such as Click It or Ticket and Drive Sober or Get Pulled Over. These High Visibility Enforcements are held throughout the year beginning with the Thanksgiving Holiday through the New Year, then the Spring Season and Fall Season after Independence Day. Other Enforcements such as Special Underage Drinking campaigns are conducted around the prom and graduation season.
- Media placement will include reaching the underserved markets of teens with the social/digital messages for all dangerous driving habits. Point-of-sale and sports marketing are used to reach the unbuckled and more active drivers. Placement of radio, print and billboards will include the rural areas of the state as well as the more populated metro markets.

Public Information and Education Materials

In FY2024, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form are available on the HSO website at: http://dot.nebraska.gov/safety/hso/education/.

The HSO offers to create and print materials for our traffic safety program partners to assist us in our Public Information and Education efforts. The availability of these materials will be discussed in all engagement meetings addressing specific needs to ensure the needs of all road users are addressed.

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

In addition, the HSO also has the fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations. The HSO has purchased a Seat Belt Persuader (demonstration tool with seat belts to slowly rotate the rider 360 degrees to show the value of always wearing seat belts) that will be used at community engagement events across the State.

Earned Media

In FY2024, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, local agencies/organizations and Drive Smart Nebraska Members to assist with kick off news conferences for the national and state traffic safety mobilizations and high-profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

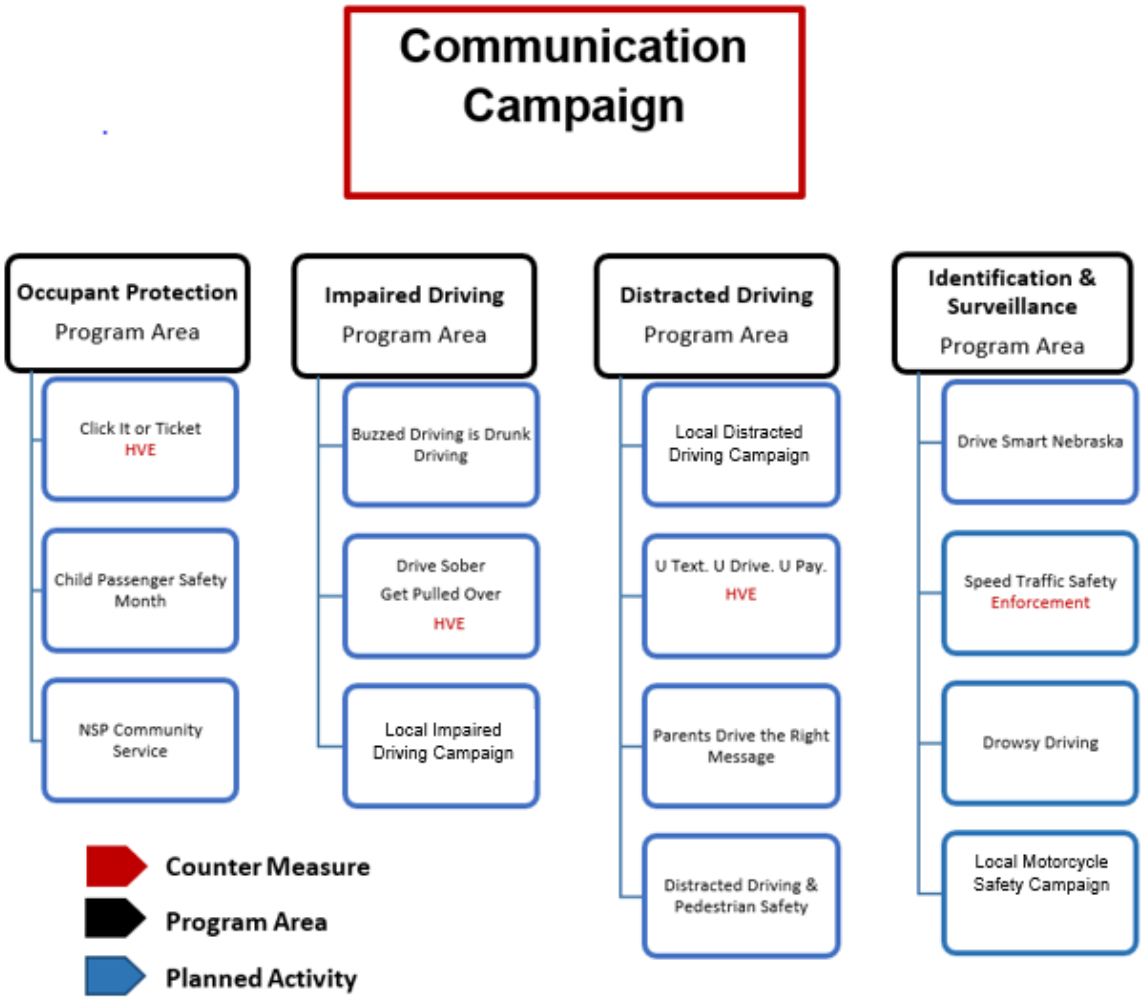
The HSO (along with Nebraska Department of Transportation) issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference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

The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

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

Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The HSO continues to purchase increased social media marketing from multiple vendors within specific projects. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2024.



Sustain Statewide Enforcement Operations

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations. Priority is given to the FY2024 24 Priority Counties (see page 12) with the highest number of fatal and serious injury crashes following Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The HSO provides the Nebraska State Patrol (NSP) with grant funding assistance in multiple projects that target high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues to utilize multiple seat belt persuader, rollover and impaired goggle demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Program Area: Planning and Administration

This funding supports the HSO's basic administrative operational staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries and deaths. Funding for the HSO's administrative operations include the personal services costs: for the Nebraska Highway Safety Administrator and the HSO staff assistant/accountant. Also included are related office supplies, travel and membership expenditures. Matching funds for administration related costs are available from the Nebraska Department of Transportation cash fund. State cash funding will match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety, and injury-control programs in both the public and private sectors. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, actively participate in statewide multidisciplinary transportation safety, public safety and injury-control programs. The Director of the Department of Motor Vehicles (DMV) has authorized the use of state funds of the DMV Licensing and Vehicle Services Divisions for soft matching the federal highway safety funding. HSO maintains documentation from the DMV to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

Program Area: Impaired Driving (Drug and Alcohol)

This funding will assist in reducing impaired driving traffic fatalities involving alcohol and other drugs. Funding aids in providing equipment, training, and overtime enforcement that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funds are provided to community-based programs that impact impaired driving. While there are nine program tasks, an expected total of more than 110 individual projects will result from the mini-grant contract awards.

The impaired driving program includes projects that participate and engage with college students to assess the perceived harms from impairing substances and counsel and educate the students on ways to

avoid the tragedy involved with impaired driving. The HSO works with the felony motor vehicle prosecution unit in the largest county in Nebraska to provide resources that allow them to continue to prosecute convicted impaired drivers fairly and consistently. This program also provides resource to MADD to help monitor court proceedings across the State to ensure that impaired drivers are prosecuted consistently and provide support for victims of impaired driving crashes. The HSO works with many other projects throughout the year including the two national high visibility enforcements around Labor Day and Christmas as well as other targeted enforcements throughout the year. This program also provides resources to ensure enforcement of underage drinking laws, TSRP, training for law enforcement about the current law, toxicologist to accurately test samples as well as information that can help legislators update the laws.

405(d) Impaired driving countermeasures grant

Impaired driving qualification:.....Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force for FY2024.

Program Area: Young Drivers

This program area will include countermeasure strategies to decrease the number of crashes involving a driver 20 years old or younger.

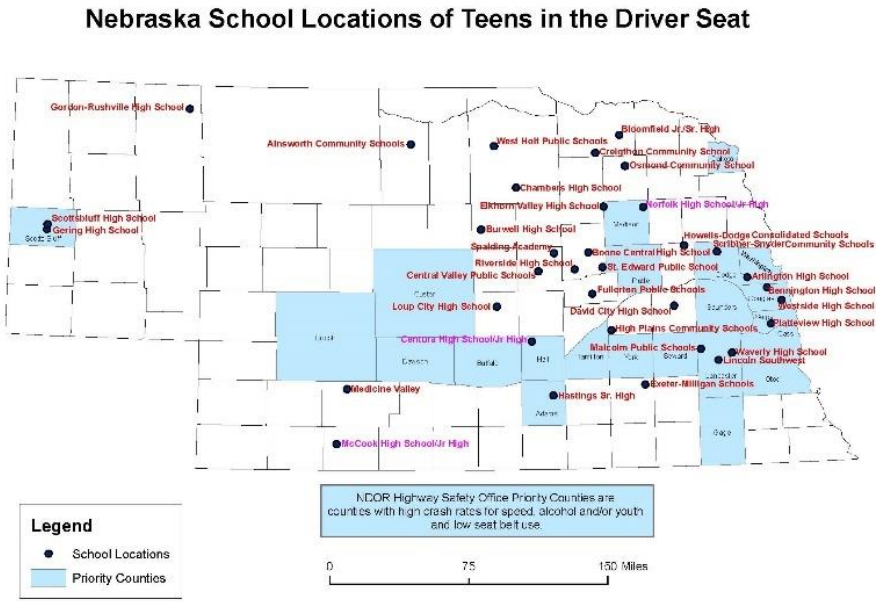
There were 112,058 licensed young drivers (between the ages of 16 and 20) in Nebraska in 2020. These drivers account for approximately 7.6 percent of the total licensed drivers in the state. However, this age group remains over-represented, 10.3% of fatal, A and B crashes and 8.4% of alcohol-related fatal, A and B crashes.

The reduction of fatal and injury traffic crashes requires the continued combined efforts of an informed public, statewide coalition support and dedicated government officials willing to address young driver issues. Resources and support will be provided to local officials, businesses, high school faculty and staff, law enforcement, Teens in the Driver Seat, SADD, FCCLA and the Drive Smart Coalition members. The project focus is on Graduated Drivers Licensing (GDL), Distracted Driving, Seat Belts, Nighttime Driving, and Alcohol (Zero Tolerance).

National speakers with relational messages will be brought to Nebraska schools to encourage youth/teens to have confidence and self-worth by making wise choices in safe driving behaviors. Speaker/School Programs will be scheduled for at least four school during FY2024.

Teens in the Driver Seat

The NDOT-HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the state to address teen crashes and occupant protection use. Teens in the Driver Seat is a teen driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol, speeding, distractions, nighttime driving) for this age group. Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 33 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use.



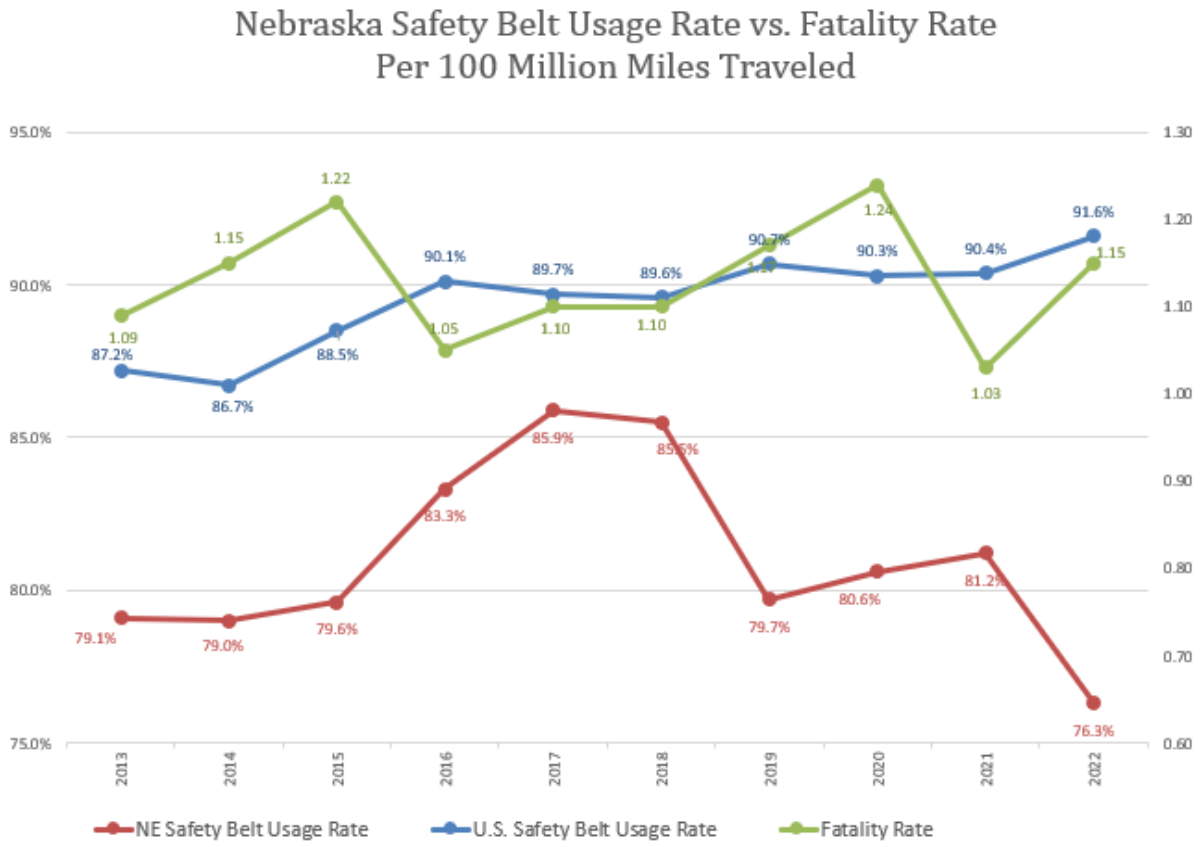
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Nebraska Occupant Protection Plan

How Significant is the Problem?

On Nebraska roadways, there were 571 unbelted vehicle occupant fatalities during 2017-2021, which is an average of 114 fatalities per year. This accounts for 49% of all traffic fatalities during the five-year period and approximately 68% of all vehicle occupant fatalities.

During 2017-2022, reported seat belt usage in Nebraska had a range of 85.9% in 2017, 85.5% in 2018, 79.7% in 2019, 80.6% in 2020, 81.2% in 2021 and 76.3% in 2022.



In 2021, the annual seat belt observation of children observed 71.3% (urban counties) were in child safety seat/booster seats and 75.3% (rural) were in child safety seat/booster seats. Of those observed in safety seat/ booster seats, 88.8% were in the rear seat of the vehicles and 11% were in the front seat. Of the small number of children not in safety seat/booster seats, 56.2% were in front seats.

Countermeasure Strategy

Nebraska will implement data-driven programs to improve seat belt use and child restraint use for the following at-risk populations: drivers on rural roadways, teen drivers and unrestrained nighttime drivers.

Evidence-Based Traffic Safety Enforcement Program (TSEP) will be utilized.

Conditions and Factors:

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities at 75% (481) compared to urban traffic crashes at 25% (27) of the unbelted vehicle occupant fatalities. In alcohol-involved fatal crashes, there were 54 occupant fatalities reported in 2020 and 94% (51) were unbelted vehicle occupant fatalities.

There were 135 nighttime fatality crashes (6 PM – 6 AM) and 77 (57%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020 data source.

86% of nighttime fatalities are unrestrained while 72% of daytime fatalities are unrestrained.

Location: Nighttime Injuries (A)

Age Group	Injured	Used	Not Used
<15	9	0	5
15-19	62	21	41
20-24	53	14	39
25-34	83	24	59
35-44	49	26	23
45-54	39	19	20
55-64	23	14	9
65-74	6	6	0
>75	5	4	1
Total	**329**	**128**	**197 (59.9%)**

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Location: Nighttime Fatal

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	10	2	8
20-24	8	2	6
25-34	17	1	16
35-44	12	2	10
45-54	7	1	6
55-64	10	1	9
65-74	6	0	6
>75	1	1	0
Total	**71**	**10**	**61 (86%)**

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Location: Rural Nighttime Fatalities (6 PM – 6 AM)

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	8	2	6
20-24	3	0	3
25-34	11	1	10
35-44	9	1	8
45-54	4	1	3
55-64	5	0	5
65-74	4	0	4
>75	1	1	0
Total	**45**	**14**	**39 (87%)**

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Location: Urban Nighttime Fatalities (6 PM – 6 AM)

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	2	0	2
20-24	5	2	3
25-34	6	0	6
35-44	3	1	2
45-54	3	0	3
55-64	5	1	4
65-74	2	0	2
>75	0	0	0
Total	**26**	**4**	**22 (85%)**

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Child Passenger Safety Program

Nebraska's comprehensive program is supported through education and outreach as follows:

The Nebraska Department of Transportation Highway Safety Office (HSO) will carry out four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 60 new CPSTs. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out private trainings (hospitals, local health departments) for approximately 60 new CPS-Technicians. The State will hold one annual Update for all current CPSTs and instructors to attend and receive continuing education units to maintain certification.

The State will support approximately 18 inspection stations across the state. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat check. All inspection stations will receive information, social media, and materials so they can take part in Child Passenger Safety Month (September) and Seat Check Saturday. Additionally, social media and infographic fliers will be provided to technicians, organizations and the public about Heatstroke prevention.

The HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to underserved residents in the 24 Priority Counties.

Urban Population

HSO will support 36 inspection station events, in metro areas, and reach approximately 900 parents/caregivers and/or guardians.

HSO and Safe Kids Nebraska will support another 20 community check events that will reach approximately 800 parents/caregivers and/or guardians to provide equity in serving the Nebraska population.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2024 and continued education and outreach regarding the child safety seat law that became effective January 2019.

Rural Population

HSO will support 276 inspection station events, in our rural counties, and reach approximately 1,000 parents/caregivers and/or guardians.

HSO and Safe Kids Nebraska will support another 36 community check events that will reach approximately 1,000 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2024 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 1,000,000 Nebraskans (earned, paid and social media avenues). The Drive Smart Nebraska web site has a dedicated CPS page for education and outreach.

At-Risk Population (Rural and Nighttime)

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities accounting for 75% (81). The urban traffic crashes accounted for 25% (27) of the unbelted vehicle occupant fatalities.

45% of urban and 45% of rural nighttime fatalities were unbelted. HSO will serve the “rural at-risk” population through 276 inspection station events (87% rural) and 36 check events (50% rural).

Occupant Protection Planned Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- Child Passenger Safety Program (Inspection Stations and Checkup Events)
- Child Passenger Safety Update for CPSTs (June 2024)
- Drive Smart Nebraska Work Group (occupant protection)
- Teens in the Driver Seat

Nebraska Planned Participation in the Click It or Ticket National Mobilization

- Nebraska will participate in the CIOT national mobilization in FY2024. The HSO generally awards between 45 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 5,0000 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In

addition, a dozen or more enforcement agencies do report activity after they participate in the enforcement effort without funding assistance.

- In addition to the expected earned media generated by the mobilization activity, beginning May 2024 the HSO will conduct a paid media campaign for CIOT that will support the state's designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The CIOT campaign will carry out pre- and post-paid media.

- Furthermore, to complement the nationally designated CIOT enforcement period of May 2024, the HSO annually designates Thanksgiving week as a Nebraska Buckle Up mobilization. The FY2024 Thanksgiving CIOT campaign will run November 2023, with overtime funding assistance awarded to 45 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

- Grant support is provided for this Nebraska Buckle Up mobilization of the occupant restraint targeted enforcement occurring during November, Thanksgiving Holiday time frame, 2023.

Communication Campaign (paid, earned and social media)

The HSO uses an extensive combination of electronic, print, and non-traditional methods of earned, paid and social media to reach statewide but targeting the high-risk group, primarily males ages 16 – 34, with seat belt messages. With only one state university, we use the University of Nebraska sports marketing as one of the best venues to reach the Nebraska resident audience. In addition, the HSO utilizes other sports marketing opportunities (baseball, rodeo, and hockey). A secondary target audience are those using car safety seats, the inspection stations and/or community check events to ensure proper use and installation of child safety seats and occupant restraints of all ages. The HSO provides grant funding to other partners (safety councils, Brain Injury Alliance of Nebraska, community service organizations, local public health departments, hospitals and high schools) to aid in promoting seat belt use (all ages and every seating position) messaging. The HSO will support Child Passenger Safety Awareness month and work to educate parents, caregivers and the public to promote child safety in the community. Keeping children safe extends past car seats, but the Seat Check Saturday provides a unique opportunity to work with technicians, the public and community members to increase awareness and improve safety.

Sustain Statewide Enforcement Operations

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November), the HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations with priority given to the 24 priority counties with the highest fatal and serious injury crashes. FY2024 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The HSO provides the Nebraska State Patrol (NSP) with grant funding assistance that targets high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSOs). The CSOs identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

405(b) Occupant Protection Grant

Planned Participation in Click-it-or-Ticket

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2024. The HSO generally awards between 45 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol with priority given to the 24 priority counties (page 12) that account for 80% of fatal and serious injury crashes. This makes the total of 70% of all Nebraska unrestrained fatalities are included in these counties. This results from 5,000 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

Child restraint inspection stations

Nebraska Child Passenger Inspection Stations Counties Served by Population Total					
	County	**Population**		**County**	**Population**
1	Adams	31,027	**28**	Jefferson	7,176
2	Antelope	6,279	**29**	Kearney	6,674
3	Boone	5,386	**30**	Keith	8,279
4	Box Butte	10,604	**31**	Lancaster	324,514
5	Boyd	1,789	**32**	Lincoln	34,133
6	Buffalo	50,339	**33**	Logan	687
7	Burt	6,709	**34**	Madison	35,337
8	Butler	8,444	**35**	Merrick	7,665
9	Cass	27,017	**36**	Morrill	4,574
10	Clay	6,078	**37**	Nance	3,390
11	Colfax	10,498	**38**	Nuckolls	4,060
12	Cuming	8,984	**39**	Phelps	8,937
13	Dawes	8,148	**40**	Pierce	7,313
14	Dawson	23,898	**41**	Polk	5,174
15	Dodge	37,103	**42**	Rock	1,264
16	Douglas	585,008	**43**	Sarpy	193,418
17	Fillmore	5,546	**44**	Saunders	22,787
18	Franklin	2,903	**45**	Seward	17,603
19	Frontier	2,555	**46**	Sheridan	5,095
20	Furnas	4,604	**47**	Sioux	1,143
21	Gage	21,616	**48**	Stanton	5,816
22	Gosper	1,824	**49**	Thayer	4,913
23	Greely	2,169	**50**	Thurston	6,620
24	Hall	61,979	**51**	Washington	20,969
25	Hamilton	9,386	**52**	Wayne	9,784
26	Harlan	3,091	**53**	Webster	3,411
27	Holt	10,049	**54**	York	14,244
		TOTAL			**1,718,013**
	Total State Population				1,963,692
	Percent of Counties Represented				**87.49%**
Source: Population Estimate as of July 2021, U.S. Census Bureau, 2020					

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training
- Occupant Protection Public Information and Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 300

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 1,077,613

Populations served - rural: 497,395

Populations served - at risk: 650,000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 4

Estimated total number of technicians: 60

Drive Smart Nebraska ad hoc Work Group

The NDOT-HSO works directly with the Drive Smart Nebraska (DSN) work group consisting of 48 public, non-profit and private partners, committed to using evidenced-based programs and policies to increase occupant restraint use and decrease the increasing motor vehicle injuries. Work is carried out through educational outreach in the local communities, promotional messaging at the local level, and work with schools and law enforcement to present in the local community. The work group meets quarterly, utilizes DSN toolkits to increase education and outreach. The toolkits provide a consistent traffic safety message to increase seat belt use, reduce unintentional injury and carry out road safety messaging in our communities and across the state. DSN members apply for mini grants to carry out occupant protection campaigns and distracted driving campaigns (billboards, radio, digital marketing and banners).

Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted Driving Program Area will provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for the U Drive U Text U Pay National Enforcement, law enforcement overtime for other distracted driver enforcement activities and other specialty distracted driving media campaigns throughout the fiscal year.

This program area provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving, with a focus on youth 15 to 24 years of age.

Funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective overtime enforcement to conduct special distracted driving enforcement operations targeting drivers that are driving distracted, including but not limited to texting and driving and use of electronic communication device. Participating agencies will receive funding assistance for overtime salaries.

Program Area: Police Traffic Services

Project Safety Impacts

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and data reporting followed by enforcement techniques that meet the statutory requirements for the necessary prosecution and adjudication. This program supports our annual traffic safety enforcement plan and provides funding to reduce traffic fatalities and serious injuries.

Program Area: Racial Profiling Data Collection

Project Safety Impacts

The HSO will provide overall general support to improve traffic records information and develop a statewide reporting system to record traffic stop information and allow for evaluation of the data for traffic records system support. This project will also provide a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records system capabilities.

Program Area: Speed Management

Project Safety Impacts

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties (see page 12). The speed management program includes projects for public awareness programs as well as a statewide speed high visibility enforcement campaign in July in conjunction with the NHTSA Regional campaign. The HSO evaluates individual speed issues in local areas and provides resources where additional education and enforcement are necessary.

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

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

- The approach utilized by the HSO is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage alcohol enforcement and other general traffic enforcement needs with justification. In addition to the Nebraska State Patrol, there is local funding for law enforcement agencies within the priority counties. Complimentary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts. Local agencies in counties not within the 24 priority counties (see page 8) may be considered for grant funding if data and information is able to justify a critical need and funding is available.

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

- The TSEP program utilizes selective overtime enforcement mini grants for law enforcement agencies to carry out planned activity in the priority counties (see page 8). Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

- In addition to selective overtime enforcement, the HSO is implementing a Special Traffic Enforcement Program (STEP) in FY2024 to increase law enforcement participation and continuous activity throughout the year. To be eligible for STEP grant funding, law enforcement agencies must agree to make every effort to engage in Click It or Ticket, Drive Sober or Get Pulled Over and at least one of the Winter Holiday campaigns for a minimum 3 of the 4 STEP campaigns annually. Enforcement and local agency activities will target the specific traffic safety issues as identified in their baseline information. The agency will tailor the location of STEP enforcements utilizing a data driven approach. Using data driven analysis will ensure that mobilizations target the areas in their locale where traffic safety infractions are a serious issue. Special attention shall be made to the Primary Focus as outlined in each individual campaign while increasing compliance with all Nebraska Traffic Safety laws.

- The Nebraska Impaired Driving Task Force was established in April 2017 to analyze the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all

geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.

- Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documenting ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the IDTF Strategic Plan is to reduce and prevent impaired driving fatalities and serious injuries. The Plan can be located at: https://dot.nebraska.gov/media/223no5pf/ne-impaired-driving-plan.pdf

- Nebraska law enforcement agencies planning to participate in conducting selective overtime enforcement during the FY2024 fiscal year.

Adams County Sheriff's Office	Dodge/Snyder Police Department	Lexington Police Department	Ravenna Police Department
Albion Police Department	Douglas County Sheriff's Office	Lincoln County Sheriff's Office	Red Willow County Sheriff's Office
Alliance Police Department	Dundy County Sheriff's Office	Lincoln Police Department	Richardson County Sheriff's Office
Antelope County Sheriff's Office	Emerson Police Department	Logan County Sheriff's Office	Rock County Sheriff's Office
Arthur County Sheriff's Office	Ewing Police Department	Loomis Police Department	Saline County Sheriff's Office
Ashland Police Department	Exeter Police Department	Loup County Sheriff's Office	Santee Police Department
Atkinson Police Department	Fairmont Police Department	Lyman Police Department	Sargent Police Department
Aurora Police Department	Falls City Police Department	Lyons Police Department	Sarpy County Sheriff's Office
Bancroft Police Department	Fillmore County Sheriff's Office	Madison County Sheriff's Office	Saunders County Sheriff's Office
Banner County Sheriff's Office	Franklin County Sheriff's Office	Madison Police Department	Schuyler Police Department
Battle Creek Police Department	Franklin Police Department	McCook Police Department	Scotts Bluff County Sheriff's Office
Bayard Police Department	Fremont Police Department	McPherson County Sheriff's Office	Scottsbluff Police Department
Beatrice Police Department	Friend Police Department	Mead Police Department	Scribner Police Department
Beemer Police Department	Frontier County Sheriff's Office	Meadow Grove Police Department	Seward County Sheriff's Office
Bellevue Police Department	Furnas County Sheriff's Office	Merrick County Sheriff's Office	Seward Police Department
Bennington Police Department	Gage County Sheriff's Office	Metropolitan Comm College PD	Shelton Police Department
Blaine County Sheriff's Office	Garden County Sheriff's Office	Milford Police Department	Sheridan County Sheriff's Office
Blair Police Department	Garfield County Sheriff's Office	Minatare Police Department	Sherman County Sheriff's Office
Boone County Sheriff's Office	Gering Police Department	Minden Police Department	Sidney Police Department
Box Butte County Sheriff's Office	Gordon Police Department	Mitchell Police Department	Sioux County Sheriff's Office
Boyd County Sheriff's Office	Gosper County Sheriff's Office	Morrill County Sheriff's Office	South Sioux City Police Department
Boys Town Police Department	Gothenburg Police Department	Morrill Police Department	Spalding Police Department
Broken Bow Police Department	Grand Island Police Department	Nance County Sheriff's Office	St. Edward Police Department
Brown County Sheriff's Office	Grant County Sheriff's Office	Nebraska City Police Department	St. Paul Police Department
Buffalo County Sheriff's Office	Greeley County Sheriff's Office	Neligh Police Department	Stanton County Sheriff's Office
Burt County Sheriff's Office	Hall County Sheriff's Office	Nemaha County Sheriff's Office	Superior Police Department
Burwell Police Department	Hamilton County Sheriff's Office	Newcastle Police Department	Sutton Police Department
Butler County Sheriff's Office	Harlan County Sheriff's Office	Newman Grove Police Department	Tekamah Police Department
Cass County Sheriff's Office	Harvard Police Department	Niobrara Police Department	Thayer County Sheriff's Office
Cedar Bluffs Police Department	Hastings Police Department	Norfolk Police Division	Thomas County Sheriff's Office
Cedar County Sheriff's Office	Hayes County Sheriff's Office	North Platte Police Department	Thurston County Sheriff's Office
Central City Police Department	Hemingford Police Department	Nuckolls County Sheriff's Office	Tilden Police Department
Ceresco Police Department	Henderson Police Department	Oakland Police Department	UN Kearney-Public Safety
Chadron Police Department	Hildreth Police Department	Odell Police Department	UN Lincoln Police Department
Chase County Sheriff's Office	Hitchcock County Sheriff's Office	Ogallala Police Department	UN Omaha Police Department
Cherry County Sheriff's Office	Holdrege Police Department	Omaha Nation Law Enforcement	Valentine Police Department
Cheyenne County Sheriff's Office	Holt County Sheriff's Office	Omaha Police Department	Valley County Sheriff's Office
Clarkson Police Department	Hooker County Sheriff's Office	O'Neill Police Department	Valley Police Department
Clay Center Police Department	Hooper/Uehling Police Department	Ord Police Department	Verdigre Police Department
Clay County Sheriff's Office	Howard County Sheriff's Office	Osmond Police Department	Wahoo Police Department
Coleridge Police Department	Howells Police Department	Otoe County Sheriff's Office	Walthill Police Department
Colfax County Sheriff's Office	Humphrey Police Department	Papillion Police Department	Washington County Sheriff's Office
Columbus Police Department	Imperial Police Department	Pawnee County Sheriff's Office	Waterloo Police Department
Cozad Police Department	Jefferson County Sheriff's Office	Pender Police Department	Wausa Marshal's Office
Creighton Police Department	Johnson County Sheriff's Office	Perkins County Sheriff's Office	Wayne County Sheriff's Office
Crete Police Department	Kearney County Sheriff's Office	Phelps County Sheriff's Office	Wayne Police Department
Crofton Police Department	Kearney Police Department	Pierce County Sheriff's Office	Webster County Sheriff's Office
Culbertson Police Department	Keith County Sheriff's Office	Pierce Police Department	West Point Police Department
Cuming County Sheriff's Office	Keya Paha County Sheriff's Office	Plainview Police Department	Wheeler County Sheriff's Office
Custer County Sheriff's Office	Kimball County Sheriff's Office	Platte County Sheriff's Office	Winnebago Tribal Police Department
Dakota County Sheriff's Office	Kimball Police Department	Plattsmouth Police Department	Wisner Police Department
Dawes County Sheriff's Office	Knox County Sheriff's Office	Polk County Sheriff's Office	Wymore Police Department
Dawson County Sheriff's Office	La Vista Police Department	Polk Police Department	York County Sheriff's Office
Decatur Police Department	Lancaster County Sheriff's Office	Ponca Police Department	York Police Department
Deuel County Sheriff's Office	Laurel Police Department	Ralston Police Department	Yutan Police Department
Dixon County Sheriff's Office	Leigh Police Department	Randolph Police Department	Nebraska State Patrol
Dodge County Sheriff's Office			

Nebraska 24 Counties Areas of Highest Risk / HVE 2020			
County	Crashes	Crash Fatalities	Injuries
ADAMS	122	4	166
BOX BUTTE	40	1	65
BUFFALO	282	3	410
BUTLER	118	2	78
CASS	92	6	130
COLFAX	138	1	72
CUMING	131	1	79
CUSTER	163	3	52
DAWES	121	1	33
DODGE	217	8	325
DOUGLAS	3219	41	4626
GAGE	93	2	130
HALL	347	7	485
LANCASTER	2112	17	3025
LINCOLN	223	9	340
MADISON	173	1	243
OTOE	54	2	72
PHELPS	135	2	68
PLATTE	167	4	226
RED WILLOW	181	2	65
SALINE	194	6	75
SARPY	686	9	968
SAUNDERS	59	3	89
SCOTTS BLUFF	192	6	277

Effectiveness Monitoring

The HSO monitors and assesses each of the awarded selective overtime mini grants upon receipt of the activity report and reimbursement claims where adjustments may be considered. Citations issued per hours worked rate is reviewed to determine if future awards will be considered. Modification to the enforcement plan is made, if necessary, throughout the year. The HSO staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a routine basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

High-visibility enforcement (HVE) strategies

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

- Alcohol Public Information & Education
- Occupant Protection Public Information & Education
- Speed Public Information & Education

Seat belt enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred, or combined fatalities and serious injuries occurred:

- Occupant Protection High-Visibility Enforcement
- Occupant Protection Overtime Enforcement
- Occupant Protection Public Information & Education
- Traffic Selective Overtime Enforcement

High risk population countermeasure programs

Planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

- Child Passenger Safety Training
- Identification and Surveillance
- Impaired Driving (Drug and Alcohol)
- Occupant Protection (Adult and Child Passenger Safety)
- Short-term, High Visibility Seat Belt Law Enforcement

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 3/6/2020

https://dot.nebraska.gov/media/7784/neoccprotassessmentreportpdf.pdf

Program Area: Traffic Records

Federal funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel, and procedures to capture, store, transmit, analyze, and interpret highway safety data.

Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment was completed in May 2021. The assessment is used as a guide for 405c project priorities both short and long term.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

- July 15, 2021
- October 21, 2021
- January 20, 2022
- April 21, 2022

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator:	Ashley Pick
Title of State's Traffic Records Coordinator:	Federal Aid Administrator II

TRCC members by name, title, organization and the core safety database represented:

Nebraska Traffic Records Coordinating Committee				Revised 3/31/2023
Name	**System**	**Agency**	**E-mail address**	**Committee**
Anshasi, Abe	Roadway	Federal Highway Administration	abe.anshasi@dot.gov;	Technical TRCC
Beedle, Cathy	Driver/Vehicle	Nebraska Department of Motor Vehicles	cathy.beedle@nebraska.gov;	Technical TRCC/Contributor
Bell, Jennifer	Roadway	Federal Highway Administration	jennifer.bell@dot.gov;	Technical TRCC
Bellefeuille, Stacy	Citation/Adjudication	Nebraska Crime Commission	stacey.bellefeuille@nebraska.gov;	Technical TRCC/Contributor
Bigham, Drew	Citation/Adjudication	Nebraska Crime Commission	drew.bigham@nebraska.gov;	Technical TRCC/Contributor
Buldoc, Colonel John	Citation/ Adjudication	Nebraska State Patrol	john.bolduc@nebraska.gov;	Executive Committee
Butler, Don	Roadway	Nebraska Department of Transportation	don.butler@nebraska.gov;	Technical TRCC
Caradori, Captain Sean	Citation/Adjudication	Nebraska State Patrol	sean.caradori@nebraska.gov;	Technical TRCC
Carnes-Woutzke, Nicol	Citation/ Adjudication	Nebraska Crime Commission	nicole.carneswoutzke@nebraska.gov;	Technical TRCC/Contributor
Clough, Tina	Vehicle	Nebraska Department of Motor Vehicles	tina.clough@nebraska.gov;	Technical TRCC
Coatney, Matt	Driver/Vehicle	Nebraska Department of Motor Vehicles	matt.coatney@nebraska.gov;	Technical TRCC/Contributor
Denton, Martin	Citation/Adjudication	Nebraska State Patrol Captain	martin.denton@nebraska.gov;	Technical TRCC
Dostal, Shane	Roadway	Lincoln Public Works	sdostal@lincoln.ne.gov;	Technical TRCC
Halloran, Jeff	NHTSA Region 7	National Highway Traffic Safety Administration	jeff.halloran@dot.gov;	Technical TRCC
Hood, John	Crash	Nebraska Department of Transportation	john.hood@nebraska.gov;	Techical TRCC
Johnson, Betty	Driver/Vehicle	Nebraska Department of Motor Vehicles	betty.johnson@nebraska.gov;	Technical TRCC/Contributor
Keniston, Kimberly	Citation/Adjudication	Nebraska State Patrol	kimberly.keniston@nebraska.gov	Technical TRCC/Contributor
Khattak, Aemal	Injury Surveilance	University of Nebraska - Lincoln	khattak@unl.edu;	Technical TRCC/Contributor
Koeppe, Eric	Data User	National Safety Council, Nebraska	ekoeppe@safenebraska.org;	Technical TRCC
Kovarik, Bill	Administrator	NDOT Highway Safety Office	william.kovarik@nebraska.gov;	Executive Committee Chair
Lackey, Ken	Driver/Vehicle	Nebraska Department of Motor Vehicles	kenneth.lackey@nebraska.gov;	Technical TRCC
Li, Qianqian	Injury Surveilance	Department of Health and Human Services	qianqian.li@nebraska.gov;	Technical TRCC/Contributor
Lucas, Charlie	Citation/Adjudication	Nebraska State Patrol	charlie.lucas@nebraska.gov;	Technical TRCC/Contributor
McVey, Greg	TRCC	NDOT Highway Safety Office	greg.mcvey@nebraska.gov;	Technical TRCC/Contributor
Medinger, Sue	EMS/Injury Surveillance	Department of Health and Human Services	sue.medinger@nebraska.gov;	Technical TRCC
Moy, Walter	Highway Inventory	Nebraska Department of Transportation	walter.moy@nebraska.gov;	Technical TRCC/Contributor
Ngochoch, Andrew	Statewide Trauma Regis	Department of Health and Human Services	andrew.ngochoch@nebraska.gov;	Technical TRCC
Owings, Sean	Crash	Nebraska Department of Transportation	sean.owings@nebraska.gov;	Technical TRCC/Contributor
Pelowski, Major Jeff	Citation/Adjudication	Nebraska State Patrol	jeff.pelowski@nebraska.gov;	Technical TRCC
Pick, Ashley	TRCC	NDOT Highway Safety Office	ashley.pick@nebraska.gov;	Technical TRCC Coordinator
Qu, Ming	Injury Surveilance	Department of Health and Human Services	ming.qu@nebraska.gov;	Technical TRCC/Contributor
Quintana-Zinn, Felicia	Injury Surveilance	Department of Health and Human Services	felicia.quintana-zinn@nebraska.gov;	Technical TRCC/Contributor
Reynolds, Crystal	Citation/Adjudication	Nebraska State Patrol	crystal.reynolds@nebraska.gov;	Technical TRCC/Contributor
Schoenmaker, David	Roadway	NDOT - Intermodal Planning	david.schoenmaker@nebraska.gov;	Technical TRCC
Sia, Kar (Logan)	Roadway	NDOT - Intermodal Planning	kar.sia@nebraska.gov;	Technical TRCC
Smith, Shane	Citation/ Adjudication	Nebraska Supreme Court - Court Services	shane.smith@nebraska.gov;	Technical TRCC
Spanke, Monica	Citation/ Adjudication	Nebraska State Patrol	monica.spanke@nebraska.gov;	Technical TRCC
Thorson, Sgt Mike	Citation/Adjudication	Nebraska State Patrol	michael.thorson@nebraska.gov;	Technical TRCC
Thurber, Zachery	Roadway	Nebraska Department of Transportation	zachery.thurber@nebraska.gov;	Technical TRCC/Contributor
Velte, Sergeant Sean	Citation/ Adjudication	Nebraska State Patrol	sean.velte@nebraska.gov;	Technical TRCC
Vierk, Ed	Citation/Adjudication	Attorney General's Office	ed.vierk@nebraska.gov;	Technical TRCC
Waddle, Dan	Roadway	Nebraska Department of Transportation	dan.waddle@nebraska.gov;	Technical TRCC
Wagner, Sheriff Terry	Citation/ Adjudication	Lancaster County Sheriff's Office	twagner@lancaster.ne.gov;	Executive Committee
Wilson, Tim	EMS/Inj. Surveillance	Department of Health and Human Services	tim.wilson@nebraska.gov;	Executive Committee
Wolfe, Lisa	Driver/Vehicle	Nebraska Department of Motor Vehicles	lisa.wolfe@nebraska.gov;	Technical TRCC

NHTSA Traffic Records Assessment

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (HSO) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the six component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment February 11, 2021, to May 13, 2021.

The scope of this assessment covered all the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those

problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be May 2026 which will provide a benchmark for progress on the recommendations from the 2021 assessment and provide the detail to create the next Traffic Records Plan.

Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status (in italics).

Crash Records System

Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings* (see project 2). NDOT has built the back end of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the TraCS or other collection software databases and into NDOT's database. *Drew Bigham*(see project 2)

Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Sean Owings* (see projects 3 & 4)

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *Sean Owings* (see project 6)

Citation and Adjudication Records

Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. NCJIS – *Drew Bigham* (see project 10)

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS).

The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically but may be manually entered into the court system. This could be a training or programming issue that could be corrected.

Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field.

Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS – *Drew Bigham* (see project 12).

DUI cases are not currently tracked. However, all the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It would also be possible to identify cases based upon the filing offenses.

Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Drew Bigham* (see projects 7 and 8)

Driver Records

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV - Sara O'Rourke* (see project 17)

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV - Sara O'Rourke* (see project 18)

Vehicle Records

Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and process flow documents. *DMV -- Betty Johnson (see projects 20, and 21)*

Nebraska Injury Surveillance System (NISS)

Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *DHHS – John Goza (see projects 21 - 27)*

Roadway Information

Allow access to roadway data for consumption and updates. *NDOT – Mark Lindemann (see project 30)*

Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity,

integration, and accessibility) and a data dictionary. *NDOT – Mark Lindemann (see project 30)*

Strategic Planning

Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2021 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

Traffic Records Measurable Progress

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Investigator's Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TraCS and other systems.	Yes	4/20/23
2	Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/ Adjudication	Testing new system.	Yes	4/20/23
3	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality	Yes	4/20/23
4	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/20/23
5	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	4/20/23
6	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	4/20/23
7	Data Dictionary	Citation/ Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	2/1/22
8	Improve the data quality control program for the citation/adjudication system	Citation/ Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	2/1/22
9	Citation Tracking	Citation/ Adjudication	Track citations from point of issuance to posting on the driver file	Yes	2/1/22
10	Linkage	Citation/ Adjudication	Linked with driver, vehicle, crash	Yes	2/1/22

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
11	Establish a linked DUI system (MIDRIS)	Driver & Citation/ Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	3/1/22
12	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	4/20/23
13	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	4/20/23
14	Complete a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Completed	4/21/22
15	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	4/20/23
16	Create a data dictionary	Driver	Definitions and elements	Future planned development	4/21/22
17	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development	4/20/23
18	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	No	4/20/23
19	Create workflow documentation	Vehicle	Include NMVTIS	No	4/20/23
20	Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration, and accessibility.	No	4/21/22
21	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	4/20/23
22	Create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	4/20/23
23	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	4/20/23
24	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements	Yes	4/20/23

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
25	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration, and accessibility with goals	Yes	4/20/23
26	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.		4/20/23
27	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	4/20/23
28	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	4/20/23
29	Allow access to data	Roadway	Allow access for consumption and updates	Yes	4/20/23
30	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	4/20/23
31	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	4/20/23
32	Conduct a Training Needs Assessment	TRCC Management	Improve data and user's ability to efficiently use the data.	Yes	4/21/22
33	Replace the Crash Information Database	Crash	Update database adding current MMUCC fields	Yes	4/20/23
34	Crash and Roadway Data Interface for Roadway Safety Analysis	Crash	Link crash data and Linear Referencing System roadway data in safety analysis software	Yes	4/20/23

INTERIM PROGRESS REPORTING (FY 2024)

Bipartisan Infrastructure Law BIL Sec. 405c
INTERIM PROGRESS REPORTING (FY 2024)
State: Nebraska Report Date: 5/26/2023 Submitted by: Sharon Steele & Tim Wilson

Bipartisan Infrastructure Law BIL Sec. 405c

INTERIM PROGRESS REPORTING (FY 2024)

State: Nebraska Report Date: 5/26/2023 Submitted by: Sharon Steele & Tim Wilson

System to be Impacted **(pick one primary area)**	**____CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION _X___EMS/INJURY**
Performance Area(s) to be Impacted **(pick one primary area)**	**____ACCURACY __X__TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** **Timeliness of EMS Records which is required to be submitted into the eNARSIS database within 72 hours after the incident as prescribed in Nebraska Rule and Regulations Requirements.**
Is project included in the Traffic Records Strategic Plan?	**Yes** **If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY24 application.**
Is this a new project? Or was it the same measure used to show progress previously?	**New Measure - Yes** **Same Measure as FY23 No** **If yes, is the State using the same data set, with the same time period to demonstrate progress? No**
Improvement(s) **Achieved or Anticipated**	**Narrative of the Improvement(s)** **Improved the timeliness of EMS records that was submitted to eNARSIS within 72 hours after the incident from 68.33% to 70.33% for an increase of 2.0% in the performance period.**

Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** **Measure is calculated by counting the number of EMS records that are submitted within 72 hours vs. the number of EMS records that are submitted in greater than 72 hours to the eNARSIS database. The 72 hours begins with the Unit Back in Service Date Time and ends when the Audit History Entry Date Time includes Created Incident or Incident Initial Import.**
Date and Baseline Value for the Measure (A contiguous, 12-month performance period starting no earlier than April 1, 2020, e.g., April 1, 2021 – March 31, 2022)	**April 1, 2021 – March 31, 2022: 283,075 EMS records were submitted to DHHS for evaluation. 68.33% (193,425) of these records had been submitted to eNARSIS within 72 hours.** IPR 4 1 2021 thru 3 31 2023_05.xlsx **Is supporting documentation attached? Yes**
Date and Current Value for the Measure (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2021, e.g., April 1, 2022-March 31, 2023)	**April 1, 2022 – March 31, 2023: 243,361 EMS records were submitted to DHHS for evaluation. 70.33% (171,163) of these records had been submitted to eNARSIS within 72 hours. This results in a 2.0% improvement in the timeliness of the EMS records from the time of Unit Back In Service Date Time to the time the data was submitted to the State of Nebraska.** **Is supporting documentation attached? Yes**
Regional Program Manager Conclusion and Comments **Review Date: 7/24/2023**	Jeff Halloran and Aaron Bartlett have reviewed the IPR and believe that it demonstrates progress.
RA Comments – Susan DeCourcy **Review Date: 7/24/2023**	After reviewing the Nebraska IPR and supporting documentation, I concur that the project appears to demonstrate progress.

State Traffic Records Strategic Plan Description

The Nebraska Traffic Records System Plan, approved by the TRCC; (see attachment A) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the state intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the state does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Supporting Document

- Nebraska Traffic Records System Plan - 2022-2026: https://dot.nebraska.gov/media/4ennzsuv/nebraska-traffic-records-system-plan.pdf

Planned activities that implement recommendations:

- E-Citations and Traffic Records Improvement
- Improving Data Collection Methods and Reporting
- Nebraska Crash Outcome Data Evaluation System
- Nebraska EMS/E-code Data Quality Assessment and Improvement
- Nebraska State Patrol - TRACS
- Review and Analysis of Collected Data
- Traffic Records
- Traffic Records Coordination / Training

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 5/13/2021

Program Area: Preventing Roadside Deaths

The HSO is analyzing crash records, existing education and laws for roadside injuries. Available technology and education will be considered with a plan to apply for 405h funding in FY2026.

Program Area: Driver and Officer Safety Education

The HSO is researching existing programs to train drivers and police officers on the safe conduct of traffic stops with a plan to apply for 405i funding in FY2026.

Program Area: Motorcycle Safety

Grant provides funding for HSO for motorcycle training assistance using the mini-grant agreement process to state agencies and local entities to support/enhance motorcycle rider/instructor training. The current Nebraska motorcycle helmet law has been repealed effective on January 1, 2024. Now helmets will only be required for driver/riders under 21 years of age or have not completed the basic motorcycle rider course. This change has created an immediate increase in demand for the available rider courses and created an increases shortage in qualified trainers.

The HSO will provide resources to assist with training qualified instructors to make additional classes available. The educational focus will continue to be wearing helmets, completing the training course and obtaining the proper driver license. With motorcycle riders already being over-represented in serious injury and fatality crashes, funding from the highway safety 402 program will supplement the 405f for this program.

Motorcycle Safety Education

The Nebraska Department of Motor Vehicles (DMV) has adopted as its basic motorcycle education course, the Motorcycle Safety Foundation beginning rider course entitled “MSF: Basic Rider Course” (BRC) with updates. The BRC is based on years of scientific research and field-testing since 1974. This course provides for a minimum of 18 hours of motorcycle instruction with at least 3 hours of computer-based training, 5 hours of classroom instruction, and at least 10 hours of actual range time riding motorcycles. The course integrates the classroom instruction and range riding such that concepts learned in the classroom instruction are applied to and practiced on the range. The basic course includes the following topics:

- Key behavioral and cognitive aspects associated with safely operating a motorcycle.
- Facilitated discussions on topics such as perception, peripheral vision, visual acuity, reaction time, the effects of aging, crash avoidance tactics, common traffic scenarios, curve strategies, distracted riding, and effects of impaired riding (alcohol and/or drugs).
- Location and operation of the controls and pre-ride procedures.
- Balance and control of the motorcycle at varied speeds.
- Riding skills and evasive maneuvers (accelerating, braking, cornering, swerving, and crossing an obstacle).
- Use and wear of proper riding gear.

Successful completion of any of the courses listed below will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. Enrollment is limited and courses often fill quickly, so register early. To obtain more information or to register, contact one of the DMV approved beginning/experienced rider course providers from the Nebraska Motorcycle Safety Education Sponsor list.

The NDOT-Highway Safety Office (HSO) partners with the DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates. In addition, the HSO provides support for the cost of training and updates of designated Nebraska instructor trainers.

The DMV is statutorily required to conduct compliance audits of the courses provided, the course sponsors, the range facilities, and the actions of individual instructors for compliance with the state Motorcycle Safety Education Act rules and regulations established by DMV.

The HSO provides DMV with grant funding assistance so that they are able to increase the number and frequency of such compliance audits to assure the quality and consistency of the motorcycle safety instruction that is offered. The HSO and DMV jointly participate as Nebraska's membership on the State Motorcycle Safety Administrator's Association in order to remain informed regarding rider training's best practices and emerging issues.

Nebraska Motorcycle Rider Training

Motorcycle Rider Training is carried out from April – October, in nine target locations that include priority counties. Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2023, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the "Motorcycle Rider Safety Foundation Course" (BRC).

The July 2023-July 2024 Motorcycle Safety Course schedule is listed below.

Adams County - Central Community College - Hastings									
2023	6/5-8	7/23-24	8/6-7	8/20-21	9/17-18	10/1-2			
2024	Pending								
Buffalo County - Nebraska Safety Center- University of Nebraska - Kearney									
2023	7/9-10	7/16-17	7/30-31	8/13-14	8/24-25	9/10-11	9/24-25	10/8-9	
2024	Pending								
Dakota County - Western Iowa Motorcycle Training , LLC									
2023	7/17-20	1/23-24	8/9-10	8/20-21	9/17-18	10/1-2	10/6-7		
2024	Pending								
Douglas County – Dillion Brothers Harley-Davidson - Omaha									
2022	7/12-14	7/19-24	7/26-31	8/2-4	8/2-7	8/9-14	8/16-21	8/23-25	8/23-28
	9/6-8	9/6-11	9/13-18	9/20-22	9/20-25	9/27-10/2			
2023									
Lancaster County – Nebraska Safety Council - Lincoln									
2022	7/8-10	7/15/17	7/22-24	7/29-31	8/5-7	8/12-14	8/19-21	8/26-28	9/9-11
	9/16-18	9/23-25	9/30-10/2	10/7-9					
2023	Pending								
Lancaster County – Southeast Community College - Lincoln									
2022 Lin	7/8-10	7/15-17	8/5-7	8/12-14	8/26-28	9/9-11	9/23-25	10/7-9	
2022 Mil	7/22-24	8/19-21	9/16-18						
2023	Pending								
Lancaster County – Frontier Harley-Davidson - Lincoln									
2022	7/5-10	7/19/24	7/26-28	7/26-31	8/2-4	8/9-11	8/9-14	8/23-25	8/23-28
	8/30-9/1	9/6-8	9/6-11						
2023	Pending								
Lincoln County – Mid Plains Community College - North Platte									
2022	7/9-10	7/16-174	4/30-5/1	5/7-8	5/14-15	5/21-22	6/4-5	6/18-19	6/25-26
	7/9-10	7/16-17	7/23-24	8/6-7	8/20-21	9/17-18	10/1-2		
2023	Pending								
Madison County – Northeast Community College - Norfolk									
2022	7/9/10	7/16-17	7/23-24	8/6-7	8/20-21	9/17-18	10/1-2		
2023	Pending								
Sarpy County - Motorcycle Safety Program Sarpy County Law Enforcment – Papillion/Bellevue									
2022	7/8-10	7/9-10	7/15-17	7/22-24	7/29-31	8/5.7	8/12-14	8/19-21	8/26-28

	9/9-11	9/10-11	9/16-18	9/17-18	9/17-18	9/23-25	9/24-25	10/7-9	10/8-9
	10/14-16	10/15-16	10/28-30	10/29-30	11/5-6	11/12-13			
2023	Pending								

405(f) Motorcyclist Safety Grant

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: .....Yes

Motorcyclist awareness program: .....Yes

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency:.....Nebraska Department of Motor Vehicles

State authority name/title:.....Rhonda Lahm, Director

Introductory rider curricula that have been approved by the designated State authority and adopted by the State:

Approved curricula: The Nebraska Department of Motor Vehicles (DMV) has adopted as its basic motorcycle education course the Motorcycle Safety Foundation beginning rider course entitled “MSF: Basic Rider Course” (BRC). This course provides a minimum of 14 hours of motorcycle instruction with at least four (4) hours of classroom instruction and at least 10 hours of actual range time riding motorcycles. The course integrates the classroom instruction and the range driving such that following classroom instruction, the concepts are applied to and practiced on the range. The basic course includes the following topics:

- Location of the controls and pre-ride procedures.
- Balance and control of the motorcycle.
- Riding skills and evasive maneuvers.
- Safety equipment and procedures.
- Effects of alcohol and drugs while operating a motorcycle.
- (Link for course details: Motorcycle Safety Foundation)

Successful completion of the approved DMV Basic Rider Course will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles	Additional Counties in Proximity	
Adams	1,024	Hall	1,628
Buffalo	1,538	Dawson	637
Dakota	500		
Douglas	9,298	Dodge & Washington	2,199
Lancaster	6,254	Gage & Seward	1,283
Lincoln	1,316		
Madison	1,255	Platte	882
Sarpy	4,440	Saunders	881
State Total	51,173		Total 66%

Source: Nebraska Department of Motor Vehicles – 2022

The eight counties where training is conducted in Nebraska represent over 50% of the registered motorcycles as shown in the above chart, but those trainings are in close proximity to additional counties where many attendees live.

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:.....NDOT Highway Safety Office

State authority name/title:.....William J. Kovarik/Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC injury crashes in Nebraska involving another motor vehicle in 2020: 204
Total # of MCC crashes involving another motor vehicle in 2019: 224

DOUGLAS	73
LANCASTER	46
SARPY	14
HALL	8
DODGE	6
BUFFALO	5
LINCOLN	5
SCOTTS BLUFF	4
HAMILTON	3
KEITH	3
SEWARD	3
ADAMS	2
BOX BUTTE	2
BUTLER	2
CASS	2
DAWSON	2
MADISON	2
OTOE	2
RED WILLOW	2
WASHINGTON	2

County or Political Subdivision	# Of MCC involving another MV
DOUGLAS	70
LANCASTER	63
SARPY	13
DODGE	10
SCOTTS BLUFF	8
HALL	5
LINCOLN	5
GAGE	4
ADAMS	3
CASS	3
MADISON	3
BUFFALO	2
DAWES	2
DAWSON	2
RED WILLOW	2
SAUNDERS	2
SEWARD	2

NEBRASKA TRAFFIC RECORDS SYSTEM PLAN

FY2022 – FY2026

Prepared by Nebraska's Traffic Records Coordinating Committee

June 10, 2023

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I. Executive Summary

Traffic safety data is the primary source of information about the traffic safety environment, human behavior, and vehicle performance. Therefore, in order to address safety problems, timely, accurate, complete, uniform, integrated and accessible data is required. The U.S. Department of Transportation's (U.S. DOT) National Highway Traffic Safety Administration (NHTSA) has made improving traffic safety data one of the agency's highest priorities.

Under the coordination responsibility of the Nebraska Department of Transportation - Highway Safety Office (HSO), the TRCC (Traffic Records Coordinating Committee) has been created as an ad hoc group of key multidisciplinary Nebraska highway safety and traffic records system data collectors, custodians, operators, and users. They have review and approval authority with respect to Nebraska highway safety data and traffic records systems, the technologies used to keep such systems current, TRCC membership, the TRCC coordinator, and changes in the Nebraska five-year Traffic Record System Plan. This plan will include the six core data systems – crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

The effectiveness of informed decision making requires sound research, programs, and policies, and is directly dependent on data availability and quality. Accurate and comprehensive, standardized data provided in a timely manner, allows Nebraska to:

- Determine the causes of crashes and their outcomes
- Evaluate strategies for preventing crashes and improving crash outcomes
- Support traffic safety data operations
- Measure progress in reducing crash frequencies and severities
- Update traffic safety policies and laws

II. Traffic Records Coordinating Committee

The TRCC is the primary point of leadership, planning, policy setting and accountability for Nebraska's Traffic Safety Information System. The TRCC was established in 1994 and was officially revitalized following the passage of The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU) in order to meet federal guidelines and to provide a framework for strategic planning for traffic records improvement within the State. The TRCC has developed the following mission statement, priorities, and targets.

TRCC MISSION

The mission of this traffic records plan is to make Nebraska's traffic record system an integral and useable element of the state's highway safety efforts by all involved parties. The traffic records and information systems will be coordinated through the Nebraska Department of Transportation - Highway Safety Office to form the foundation for effective and cooperative highway safety management of the state's core traffic records data systems:
1. Crash, 2. Vehicle, 3. Driver, 4. Roadway, 5. Citation/Adjudication and 6. EMS/Injury Surveillance.

Traffic Records Plan Priorities

- Expand electronic crash data submission to the Nebraska Department of Transportation's Crash File.
- Enhance the Nebraska Department of Motor Vehicles (DMV) Driver/CMV Record Files.
- Enhance and expand the Crash Outcome Data Evaluation System (CODES) infrastructure.
- Nebraska Criminal Justice Information System (NCJIS) and the NCJIS System Improvements.
- Implement a Citation Tracking System.
- Consider funding support for Jail/Prosecutor data interface and TraCS software local installation.

- Examine use/utility of the Model Impaired Driving Records Information System (MIDRIS) DUI tracking system for changes.

TRCC Targets

- Facilitate the comprehensive collection, maintenance, and dissemination of traffic safety-related data in order to set the direction for safety improvement measures.
- Improve the timeliness, accuracy, completeness, uniformity, and accessibility of data that is needed to identify priorities for transportation and traffic safety programs.
- Strive to ensure that all Traffic Safety Information System projects funded by and under the direction of the TRCC move forward on schedule and within budget. For projects outside of this scope, use the authority of the TRCC to ensure that these projects move forward in a timely manner, recognizing budgetary and staffing constraints.

TRCC ORGANIZATION

The TRCC was revitalized following the passage of SAFETEA-LU in order to meet federal guidelines and to provide a framework for strategic planning for traffic records improvement within the State. The TRCC continues to develop and promote a comprehensive Traffic Records System that provides timely, accurate, complete, uniform, integrated, and accessible Traffic Records System data for management of state and local Highway and Traffic Safety Programs.

Executive Committee

The Executive Committee of the Traffic Records Coordinating Committee consists of the following members:

- Unit Administrator, Nebraska Department of Health and Human Services
- Superintendent, Nebraska State Patrol
- Director, Nebraska Department of Transportation
- Administrator, Nebraska Department of Transportation - Highway Safety Office
- Director, Nebraska Department of Motor Vehicles
- Executive Director, Nebraska Commission on Law Enforcement and Criminal Justice
- Nebraska State Court Administrator
- Sheriff, Lancaster County
- Chief of Police, City of Omaha

The Executive Committee has the responsibility to designate or assign individuals from their agencies to represent them on the TRCC.

The role and responsibilities of the Executive Committee and/or their assigned representatives include:

- Reviewing and recommending revisions, as needed, to the Mission, Purpose and Targets of the TRCC.
- Providing guidance to the development and formal approval of Nebraska's Traffic Records System Plan based on recommendations.
- Providing recommendations with the implementation of the Traffic Records System Plan.
- Identifying funding sources as appropriate in order to support and improve the Traffic Records System Plan.

The Executive Committee and/or their assigned representatives will meet no less than once annually.

Core Team

The TRCC Core Team's primary authority is established by the TRCC Executive Committee. The Core Team has the responsibility to develop and implement an annual Traffic Records System Plan. The Core Team also has the responsibility to review and recommend improvements to any of the State's transportation safety data and traffic records systems. The Core Team consists of personnel that are responsible for the collection, management, and use of the various Traffic Safety Information System components. The Core Team consists of the following members:

- Administrator, Nebraska Department of Transportation - Highway Safety Office
- Analyst, Nebraska Commission on Law Enforcement and Criminal Justice
- Assistant Attorney General
- Citation/Adjudication, Nebraska Department of Motor Vehicles
- Crash Database Coordinator, Nebraska Department of Transportation
- Deputy, County Sheriff's Office
- Driver/Vehicle Records, Nebraska Department of Motor Vehicles
- EMS/Injury Surveillance, Nebraska Department of Health and Human Services
- Health Data Coordinator, Nebraska Department of Health and Human Services
- Information Technology Business System Analyst, Nebraska Supreme Court
- Information Technology Development, Nebraska Department of Administrative Services
- Lieutenant, Omaha Police Department
- Manager, Nebraska Commission on Law Enforcement and Criminal Justice
- Regional Program Manager, National Highway Traffic Safety Administration
- Roadway City Crash Records, Lincoln Public Works
- Roadway, Nebraska Department of Transportation
- Roadway, University of Nebraska – Lincoln
- Safety & Information Technology Service Engineer, Federal Highway Administration
- State Patrol Lieutenant, Nebraska State Patrol
- Traffic Records Coordinator, Nebraska Department of Transportation - Highway Safety Office

The role and responsibilities of the Core Team include:

- Guiding the development and implementation of a comprehensive Traffic Records System Plan which provides a foundation for improving traffic records systems within Nebraska.
- Providing leadership, technical direction, and oversight for the development and implementation of a Traffic Safety Information System Improvement Program as reflected within the Traffic Records System Plan.
- Providing regular briefings/updates to Executive Committee members of their respective agencies regarding the development of the Traffic Records Plan and other TRCC activities.
- Establishing and participating on Technical Subcommittees as appropriate; guiding the completion of various tasks and projects assigned to the Technical Subcommittees.
- Providing input and obtaining additional information from the Technical Subcommittee members and assembling appropriate information to advise and aid the Executive Committee in the decision-making process.

It is anticipated that the Core Team will meet at least three times a year.

Technical Subcommittees

The Core Team may establish Technical Subcommittees as needed to provide more targeted traffic records planning and program implementation. These technical subcommittees will be led by Core Team members

and will meet as necessary for the success of the projects. These technical subcommittees will change as the needs of Nebraska's traffic records systems evolve.

III. NHTSA Traffic Records Assessment

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (HSO) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment February 11, 2021 to May 13, 2021.

The scope of this assessment covered all the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be May 2026 which will provide a benchmark for progress on the recommendations from the 2021 assessment and provide the detail to create the next Traffic Records Plan.

Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status *(in italics*).

Crash Records System

- Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings (see project 2). NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the TraCS or other collection software databases and into NDOT's database. Drew Bingham (see project 2)*
- Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Sean Owings (see projects 3 & 4)*
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *Sean Owings (see project 6)*

Citation and Adjudication Records

- Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. *NCJIS – Drew Bigham (see project 9)*

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on

cases that are filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS).

The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically but may be manually entered into the court system. This could be a training or programming issue that could be corrected.

Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field.

- Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. *NCJIS – Drew Bigham (see project 11).*

  DUI cases are not currently tracked. However, all the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It would also be possible to identify cases based upon the filing offenses.

- Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Drew Bigham (see projects 7 and 8)*

Traffic Records Coordinating Committee (TRCC)

- Develop basic quality metrics for each system component and report on them regularly. *HSO – Ashley Pick (see project 13)*
- Develop a traffic records inventory. *HSO – Ashley Pick (see project 12). The table has been created and coordination with data managers is in process.*
- Conduct a training needs assessment for all TRCC core data system users. HSO - *Ashley Pick (see project 32)*

Driver Records

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV – Matt Coatney & Betty Johnson (see project 16)*
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV - Matt Coatney & Betty Johnson (see project 17)*

Vehicle Records

- Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and process flow documents.

Nebraska Injury Surveillance System (NISS)

- Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *DHHS – Ming Qu (see projects 21 - 27)*

Roadway Information

- Allow access to roadway data for consumption and updates. *NDOT – Walter Moy (see project 29)*
- Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *NDOT – Walter Moy (see project 30)*

Strategic Planning

- Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2021 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

IV. Safety Data System Benchmarking and Targets

Development of this Traffic Records Plan included a review of each of the six information systems (Crash, Roadway, Vehicle, Driver, Enforcement/Adjudication, and Injury Surveillance). The Traffic Records Assessment (TRA) conducted during February 17, 2021 to May 19, 2021 was the primary source for identifying system, data, or process deficiencies. In addition to the TRA, the TRCC Core Team conducted a baseline evaluation of each of the six systems and identified additional deficiencies. Tables 1 through 11 contain the six data quality categories, and a status for each quality category for each system. Baselines, targets/objectives, and performance measures were identified for quality categories where projects were identified to address deficiencies. The targets identified are the TRCC's priorities for improving the traffic records system over the next five years. The performance measures will be used to measure progress towards achieving the targets for each system.

Crash Records System

The Nebraska Department of Transportation collects crash data from all law enforcement agencies throughout the state as well as from drivers involved in crashes.

There have been significant improvements in the crash data component since the time of the last assessment including the launch of the new Crash Information Database on 1/1/2021.

- Electronic collection of crash reports in the field by law enforcement agencies (LEAs) has expanded dramatically.
  - 85.6% of crash reports in 2020 were submitted electronically to the Nebraska Department of Transportation (NDOT).
- Crash data timeliness has improved from approximately four months' backlog to less than 10 days from crash event to completion of data entry.

Timeliness of Fatal Crashes – Electronic

Once a report has been approved, the report is instantly available within the Crash Information Database (CID) and Storefront. Law enforcement has a maximum of ten days to report a crash. This rule applies unless the report has a partial match within the CID system.

Timeliness of Injury through Property Damage Only (PDO) Crashes – Electronic
Once a report has been approved it is instantly available within the CID and Storefront. Law enforcement has a maximum of ten days to report a crash. This rule applies unless the report has a partial match within the CID system.

Timeliness of Fatal Crashes – Paper
10 days maximum for report filing + 3 days US mail + 1 day for priority Indexing/Data Entry = 14 days.

Timeliness of Injury through PDO Crashes – Paper
10 days maximum for report filing + 3 days US mail + 4 day for Indexing/Data Entry = 17 days.

How are paper reports processed?
All paper reports are mailed to our office using standard mailing practices or scanned and emailed to NDOT Highway Safety Section. Upon receipt of the mail/email it is sorted, opened, and organized by report type (single-side, double-sided, Truck and Bus, Fatal, etc.). Scanning takes place daily, around 1 p.m. central time. Once the reports have been scanned into NDOT's imaging database's indexing queue, the paper reports are filed within the stand-alone filing system as reference material for six months. The electronic images are manually indexed into the imaging system by a team of indexers. The order of work to be indexed follows NDOT's business rule first by report priority: Fatal, Truck and Bus, State Property Damage, and then the remaining reports are processed by the first in - first out method.

- All crash records not on private property are coded with latitude/longitude coordinates, which averages 45 days behind current date. Adding latitude/longitude at the time of submitting greatly improve timeliness.

These notable improvements represent a prelude to the achievements that are possible in the next five-year period. The State is poised to achieve very high levels of both electronic data capture and electronic data submission of crash reports. Coinciding with the transition to electronic data capture and submission, NDOT is also poised to reconfigure its data management processes to place an increased emphasis on data quality. Information technology support for the crash system within NDOT is satisfactory, but some system upgrades are required in order to ensure that the State obtains the most benefits possible from the improved data collection and transfer processes.

Table 1: Crash Records System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Develop a formal plan for expanding electronic data collection and submission. **Baseline:** Currently at 79.91% within 10 days.	95% of crash data submitted to NDOT electronically within 10 days of the crash.		1
	Complete crash data entered into {electronic system} within 3 days (except fatal crashes). **Baseline:** Currently at 10 days.	100% within 3 days.		1
Accuracy	Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. **Baseline**: Not accurately measured.	100% of location data auto-populated on crash form.		2
	Establish a comprehensive, formal quality control program for crash data.	• A complete set of data quality performance measures for the crash system covering timeliness, accuracy, completeness, uniformity, integration, and accessibility. • A formal method of tracking errors and providing feedback to law enforcement agencies. • A link between error tracking and training. • Coordination with users to ensure that errors noted by users are logged, corrected, and addressed in training. • Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form. • Oversight by the Traffic Records Coordinating Committee, to include devoting time on the agenda to review data quality measurements.		3, 4, & 5
	30% errors found during data audits of critical data elements (severity, seatbelt usage, location, date of crash, county).	0% errors found during data audits of crash data	For 2022, 53.78% (electronic) are 100% error free per the MMUCC 5 guidelines. 46.22% (paper) are still being entered so a review of the accuracy of the data is not possible at this time.	3

Table 1: Crash Records System (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Completeness	Generate measures of crash data completeness. **Baseline:** Not measured – not addressed.	100% of all MMUCC data included in all crash records.	For 2022, 53.78% of the reports have been submitted via the electronic process. Those reports submitted electronically meet the minimum MMUCC 5 requirement – based on a CID pre-build review by NTHSA's Go team review.	3
Uniformity	Redesign data collection form in reference to current Model Minimum Uniform Crash Criteria (MMUCC) Version. **Baseline:** Version 5.0 compliant.	100% compliant with the current MMUCC Version.	Collection form is 100% compliant – based on a CID pre-build review by NTHSA's Go team review.	4
	Improve the data dictionary to ensure consistency. **Baseline:** Not currently produced – not addressed.	100% consistent data that follows data dictionary and procedures.		4
Accessibility	Make crash query data available to researchers and public. **Baseline:** Current data is available in the NTIP system.	User Interface to allow data users immediate access to publicly available crash data. Reports can be requested.	100% but continue to improve.	6
Data Integration	Produce metrics of data integration. **Baseline:** No formal report – not addressed.	Automatic integration between roadway, driver, vehicle, and injury surveillance datasets		6

B. Roadway Data Component Status

The Nebraska Department of Transportation (NDOT) collects and maintains roadway features of all public roads in the State. The data is updated periodically with changes related to construction, maintenance, and traffic and the data are housed in the Integrated Highway Inventory (IHI) database. The information includes roadway identification, cross section, traffic, speed limit, bridge, pavement, and rail grade crossing data. The IHI provides current highway information necessary to meet Highway Performance Monitoring System (HPMS) reporting needs and to support department decision-making. Information from the IHI is a source for the development of mileage statistics utilized by state and federal authorities for the purpose of allocating funds and special studies.

The IHI is the primary source of information for the management of the 9,942-mile State highway system. The State road system represents over ten percent of the 98,005-mile public road system. In addition to the State system of roads there are 77,872 miles of county roads, and 10,188 miles of municipal streets. NDOT is in the process of collecting road features data on the local road system and currently have surface type, road width, and shoulder width on 67 percent of the local public road system.

NDOT is involved in several major safety programs; the most significant is the Strategic Highway Safety Plan (SHSP). The SHSP draws heavily on the traffic crash data in the Crash Information Database (CID) system. Along with their partners on the Nebraska Interagency Safety Committee, NDOT developed the Nebraska

Strategic Highway Safety Plan in order to address the frequency, rate and factors contributing to fatal and serious injury crashes. The Interagency Safety Committee then undertook a screening process that ultimately resulted in the selection of six areas of focus—the Critical Emphasis Areas—for the Plan:

- Increasing Seat Belt Usage
- Reducing Roadway Departure Crashes
- Reducing Impaired Driving Crashes
- Reducing Intersection Crashes
- Reducing Young Driver Crashes
- Reducing Older Driver Crashes

NDOT uses data from the IHI and the CID to create a merged dataset to produce high frequency crash locations for analysis of potential safety problems and the development of possible countermeasures. The resulting projects developed from these analyses are candidates for the Highway Safety Improvement Program (HSIP).

NDOT also monitors high risk rural roads and programs which concentrate highway safety funds on rural road segments experiencing high crash rates. Most funds are targeted to the local public road system.

Applicable Guidelines

Guidelines and standards were taken into consideration with the development of the IHI. NDOT complies with the HPMS, a national guideline for reporting to the Federal Highway Association (FHWA) certain road data on federally aided roads. The HPMS provides guidance to the states on standards for sample data collection and reporting for traffic volume counts, inventory, capacity, delay, and pavement management data elements.

NDOT is aware of the analytic software tools recommended in the Highway Safety Manual. Adoption will require the collection of additional roadway features data and adherence to data requirements for use with these analytic safety software tools. In conjunction with the use of these tools, NDOT will also have to consider the Fundamental Data Elements (FDE) required in the Model Inventory of Road Elements (MIRE) guideline. NDOT is progressing toward collection of the MIRE FDE by the 2026 deadline. NDOT has started implementing safety analysis software with integration to currently available MIRE data.

Interface with Other Traffic Records System Components

NDOT recognizes the importance of a Location Reference Systems (LRS) for public roads through the All Roads Network Of Linear referenced Data (ARNOLD) requirement. NDOT's LRS is a Reference Post based referencing system. All State roads and most non-state roads have been inventoried in the LRS. The remaining public roads use road or street name and latitude/longitude coordinates and are in the process of being converted to the LRS. This provides the capability to interface roadway and crash data from the IHI and the CID. The accurate location of data would be greatly enhanced with an electronic locator tool that identified the LRS information.

Quality Control Program

The roadway inventory is augmented by annual updates from construction and maintenance plans with field verification. Traffic data collection is conducted to represent all State system roads, all federal-aid non-State system roads, all HPMS sample segments, and a small sample of other non-State system roads. Truck counts are collected by class and weight on selected functional class roads. Surveys are conducted annually for HPMS roads, every four years for urban streets and highways, and every six years for non-HPMS local roads.

Table 2: Roadway Data Component System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	55% of traffic counts conducted each year (on roads which are required to be counted)	50%, Target is to count every 2 years	55% of traffic counts are being conducted annually	30
	240 days from crash event to location coding of crashes	100% coded at time of entry	For 2022, 53.78% of incoming reports were 100% coded to the minimum requirements of MMUCC 5 (electronically submitted reports). 46.22% (paper) are 874 days behind the current date.	2
	182-720 days from construction completion to roadway file update (depending on complexity of roadway)	Update at a minimum, every 6 months	50% of projects being updated with 6 months of completion	30
Accuracy	All errors found through edit checks are corrected prior to data being pushed out to users.	100% error free data	This target is currently being met	30
Completeness	96% of traffic data based on actual counts no more than 4 years old (on roads which are required to be counted).	99% of traffic data based on actual counts no more than 4 years old (on roads which are required to be counted)	96% of traffic data based on actual counts no more than 4 years old	30
	97% of known public roadways are listed in the inventory. The roadways for the cities of Lincoln and Omaha are contained in group records and only provide mileage and surface type.	97% of public roadways are listed in the inventory	This target is currently being met	30
	100% of known roadways are listed in the LRS.	100% of roadways are listed in the LRS within 3 mo. of data collection.	This target is currently being met.	30
Uniformity	All data elements consistent with historic data definitions.	100% of data matches definitions	This target is currently being met.	30
Accessibility	All roadway files accessible to approved stakeholders through the pavement optimization program (POP).	100% of published roadway data accessible to approved stakeholders	This target is currently being met.	30
Data Integration	Traffic records component files linked to roadway files – now files are updated within 6 months after.	100% of roadway data integrated with crash and citation to populate at time of crash or citation	0% of data from the roadway data is integrated	30

C. Driver Data Component

The Nebraska Department of Motor Vehicles (DMV) is responsible for driver and vehicle services, and administers its functions through Driver Licensing Services and Vehicle Services with a Driver and Vehicle Records Division that controls the record activities of the two services. The driver and vehicle databases are not integrated or directly linked. Both services deal with commercial motor vehicles and operators.

Driver Licensing Services qualifies and issues driver licenses and identification cards, creates and maintains driver license records, and administers programs for driver control and improvement. A current count of driver records listed 1,341,587 non-commercial and 90,137 (6.7 percent) commercial driver licenses. Commercial and non-commercial driver records are maintained together.

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.

Table 3: Driver Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	All driver records are currently being created the same day the application is accepted.	100% received by 8:00 p.m. daily.	100% completed daily	15
	Currently being mailed within 15 days.	100% of licenses mailed within 20 days unless held up by fraud gate (state statute).	100% mailed within 15 days.	15
	100% of convictions are being posted on day received.	100% of in-state convictions received via paper posted the same day as received.	Target currently being met.	15
	100% of in-state convictions are being received same day.	100% of in-state convictions received electronically on same day.	Target currently being met.	15
Accuracy	% of duplicate records for individuals requiring correction = 2%.	98% duplicate free	To be determined.	17
	Frequency of CDL desk audits to assure data validity.	Daily	We audit all CDL records processed each day.	17
	% of errors found during CDL audits of critical data elements.	98% error free	We currently have a 4% error rate on CDL desk audits.	17

Table 3: Driver Data Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Completeness	% of records checked for drivers moving into the state = 100%.	100%	Goal currently being met.	15
	% of driver records received from prior state = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	15
	Record the adverse driver histories from previous states of record on non-commercial drivers = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	15
Uniformity	% of Social Security Numbers verified online = 100%.	100%	Goal currently being met.	17
	% of immigration documents verified online = 100%.	100%	Goal currently being met.	17
	% non-CDL violations reported from other states added to driver history = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	17
Accessibility	Base: 140,000 driver's licenses processed online.	Increase by 10% each calendar.	2015: 79,612 2016: 63,350; -25.7% 2017: 82,568; 23.3% 2018: 96,748; 14.7% 2019: 192,076; 49.6% 2020: 185,311; -3.7% 2021: 190,241; 2.6% 2022: 195,172; 2.5%	17
Data Integration	Opportunity for integration is currently not available due to lack of personally identifiable information in the vehicle system.	By 2017 begin collection of personally identifiable information as part of title and registration issuance. This will provide the information necessary for future integration of data between the driver and vehicle systems.	Integrate data from the crash, driver, vehicle, roadway, citation and EMS systems.	15

D. Vehicle Data Component

The Nebraska Department of Motor Vehicles (DMV) is responsible for vehicle and driver services and administers its functions through Vehicle Services and Driver Licensing Services with a Driver and Vehicle Records Division that controls the record activities of the two Services. The vehicle and driver databases are not integrated or directly linked. The DMV is currently working to integrate International Registration Plan (IRP) registration information into the registration and title database. Both services deal with commercial motor vehicles and operators, aspects that are not addressed in this traffic records assessment. There were 2,398,328 registered vehicles listed at the end of 2020.

Registration data are updated interactively as titles and registrations are issued. The quality controls in place are system edits and occasional data mining by DMV (i.e., run error reports for valid name entries and correct fuel type).

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. 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.

Table 4: Vehicle Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time from accepted title application to create vehicle record = daily.	100% processed on date received.	Target currently being met.	20
Accuracy	Registration data is updated upon entry.	99%	Target currently being met.	20
	% of errors found during data audits of critical data elements.	5% or fewer.	To be determined.	20
Completeness	All the vehicle information is contained in records.	100%	Target currently being met.	20
Uniformity	All data elements consistent with data definitions.	99%	To be determined.	20
Accessibility	Base: 286,000 vehicle registrations processed online in 2014.	Increase online renewals by 5% on an annual basis.	2016: 293,984 2017: 266,290 (-9%) 2018: 328,150 (23%) 2019: 361,940 (10%) 2020: 571,061 (58%) 2021: 524,024 (-8%) 2022: 532,578 (2%)	20
Data Integration	Law Enforcement Agencies can access DMV data to auto-populate crash reports with vehicle information	Provide interface for 100% of electronic users.		19
	DMV vehicle file is integrated with the driver file and is updated with information on stolen vehicles.	Complete by January 1, 2022.	Progress made on developing new vehicle system.	19

E. Citation/Adjudication Data Component

The most effective and efficient means by which to determine the impact of enforcement countermeasures is to track the statewide issuance and outcome of traffic citations, and to determine, through evaluation of baseline data and subsequent crash incidence, whether such enforcement had the effect of reducing either the number and/or severity of crashes in Nebraska. Several approaches can be taken to developing relevant enforcement data and to using those data effectively. One of the most important aspects of data utility is that they are consistent in terms of data definitions and collection methodology. A statewide Uniform Traffic Citation is the first step in assuring consistency of data.

Uniform Traffic Citation

Law enforcement agencies throughout Nebraska are required to use a Uniform Traffic Citation by Nebraska Revised Statutes, §29-422 through 29-429 and Nebraska Supreme Court Rules, §61463. Data to be included on the form, the number, and colors of copies that the citation must include, and its size are mandated. Paper copies, which continue to be required by the courts, may be letter size.

Citation Data Collection

Effectively, data regarding traffic convictions are but a portion of the information needed to adequately assess the impact of traffic enforcement. Because of the discretion granted to the prosecutors' offices to plea bargain, defer adjudication or sentencing, and to change or drop charges initiated by law enforcement officers, reports of convictions are not telling either of the violations witnessed and charged by law enforcement officers, nor potentially of the true volume of such charges.

The information housed in the JUSTICE system does not include charges which were listed by the officer but not filed. NCJIS data, on the other hand, includes the ultimate statute or ordinance of which the violator was convicted as part of the court/JUSTICE record, but it may not be easily linked to a citation. In this regard, unless all appropriate data elements are available neither source seamlessly provides a full picture of traffic law enforcement within Nebraska.

Electronic Citations

One of the driving forces in Nebraska in support of electronic citations was the legislated requirement to collect all data related to traffic stops and traffic citations. Additionally, strategic planning efforts in various state governmental entities recognized the potential for time savings and reduction of errors through the use of electronic citations. As agencies throughout the State became equipped with mobile data computers, their effectiveness for collection of citation data became apparent to both users and collectors of citation data.

Citation data from these electronic systems are currently captured in a citation file created by NCJIS. That file contains data from all citations written by the State Patrol, whether paper or electronic. NCJIS publishes the electronic citation data specification to allow data from every local agency regardless of agency software. A copy of the electronic ticket is sent to the appropriate prosecutor through NCJIS for the determination of whether to file a case.

Court personnel and prosecutors noted that common errors occur on handwritten citations and that they are often difficult to read and decipher. Electronic citations have the benefit of embedded edits, drop-down menus, the potential to copy and paste data from the mobile data computer in the officers' vehicle, and to read the bar codes from driver and vehicle documents and auto-populate the citation forms. All of these opportunities would improve citation data quality within the State.

Errors at this point in time are either corrected by the prosecutor or returned to the officer for correction.

Driving Under the Influence of Alcohol and/or Drugs and Administrative Adjudication
Nebraska Revised Statutes provide for administrative withdrawal of driver licenses for driving under the influence of alcohol and/or drugs. Test refusal carries a more severe penalty than does test failure. Administrative processes and hearings are managed by the Department of Motor Vehicles.

An effort is underway to develop an electronic DUI package, which would speed processing for the arresting officer. The potential for capture of driver and vehicle data electronically, particularly if bar codes from the driver license and registration documents are used, will also provide better data in both the criminal and the administrative proceedings.

Common Linking Variables between Citation/Adjudication and Other Data Components of a Traffic Records System

Citation/Adjudication Linkages to Other Law Enforcement Files and Tracking Systems	• Computer Aided Dispatch (CAD) Record Number • Citation/Arrest/Incident Number, Court Case Number • Location (street address, description, coordinates, etc.) • Personal ID (name, address, Driver License number, etc.)
Citation/Adjudication Linkages to Driver/Vehicle Files	• Driver and Owner Names, Driver License Number • Driver and Owner Addresses (location code, coordinates) • Vehicle Plate Number, Vehicle Identification Number

Table 5: Citation/Adjudication Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time citations sent from LEA to courts = 24 hours.	100% within 24 hours	Reduce time from citation issue to available in NCJIS.	8
	Average time convictions sent to DMV from courts = 24 hours, immediately upon conviction – currently real time.	Real time	Currently meeting this target.	8
Accuracy	% "errors" found during data audits of critical data elements = Not tracked	< 1%	To be determined	8
	% violations narratives that match the proper statute = Not tracked	100%	To be determined	8
Completeness	% traffic citations statewide written on a uniform citation = (required by statute)	100% (required by statute)	Currently meeting this target.	8
	Examine use/utility of MIDRIS DUI tracking system for changes/updates. Currently not implemented.		Develop a system to track DUI and related data	11

Table 5: Citation/Adjudication Data Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Uniformity	Citations issued on consistent forms. (required by statute)	100%	Currently meeting this target.	8
Accessibility	Data available to other departments, researchers, public is available when issued electronically	100% of public data available	Planned for future development	11
Data Integration	Assign a subcommittee of the TRCC the responsibility for review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.	One integrated Citation Tracking System.		11
	Include personnel from the DMV in the review and planning for the electronic DUI package to ensure that the forms and format meet the needs of the administrative license revocation (ALR) process.	100% of process included	Working with DMV on the ALR requirements. This has become an automation process to generate the ALR forms as an adjunct to eCitations. Currently testing this process in TraCS and have provided the specifications to other vendors. Currently pending due to notary requirements.	11
	Electronic notification to DMV from ignition interlock companies. Currently 100%.	100%	Currently meeting this target.	11
	Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.	100% of Citation/Adjudication information available to Jail personnel	100% of all citations are accessible.	11

F. Nebraska Injury Surveillance System (NISS) Data Component

A successful statewide injury surveillance system uses several key components to monitor the incidence of, risk factors for, and costs of fatal and non-fatal injuries. These components are emergency medical services, ambulatory care, acute care, trauma and rehabilitation facilities, and vital records. Oversight for these entities' activities may be governed by local, State, and regional authorities. Data collected by these agencies provides a wealth of patient care, intervention, and prevention information that can be used to evaluate current treatment modalities and injury prevention activities. A comprehensive surveillance system will provide crucial healthcare and injury prevention information to health agencies, providers, and planners at all levels of the State.

Integration of injury surveillance data with other State traffic records system components benefits all organizations involved. Motor vehicle crash data supply much of the pre-event and event information used by the Haddon Matrix for injury prevention program planning activities. In a comprehensive traffic records system, data related to all EMS, outpatient care, and hospital admissions resulting from a motor vehicle crash may be used to quantify the severity and cost of the crash as well as the long-term outcomes associated with any resulting injuries. Providing traffic safety program coordinators and engineers with medical outcomes of motor vehicle crashes enables them to more accurately identify the level of crash and injury severity beyond the typical five-point scale utilized on most crash reports.

Current Status

The Nebraska Department of Health and Human Services (DHHS) has statutory authority to collect and manage many of the core components of an injury surveillance system. These databases include the Nebraska Ambulance Rescue Service Information System (NARSIS), emergency department and hospital discharge data provided by the Nebraska Hospital Association (NHA), trauma registry data, and vital statistics data. In addition, DHHS also manages the traumatic brain injury registry and the Behavioral Risk Factor Surveillance System along with other registries related to chronic and communicable diseases. Crash data are provided to DHHS by the Nebraska Department of Transportation (NDOT) for analysis and for inclusion in the State's Crash Outcome Data Evaluation System (CODES).

DHHS personnel and the CODES program respond to numerous data requests and provide analytic support for many of the highway safety programs and research initiatives within the State. Data are also provided to researchers at the University of Nebraska - Lincoln for special studies, such as an evaluation of driver education and graduated licensing programs and impaired driving initiatives. The State's Safe Kids program and local health departments are also provided with crash and injury data to assist with problem identification and grant proposals.

In addition to serving on the Traffic Records Coordinating Committee, DHHS representatives meet regularly with the HSO to outline upcoming data needs and program support. CODES data and activities are included in the State's Section 402/405c application and highway safety plans.

While an online querying tool is not yet available for any of the datasets maintained by DHHS, there are numerous fact sheets and comprehensive reports available from their web site. Examples of available reports include seatbelt facts and motorcycle data updated through 2019 and a variety of fact sheets covering impaired driving, safety equipment use, and crash severity.

1. Emergency Medical Services (EMS)

The Office of Emergency Health Systems Emergency Medical Services (EMS) Program within DHHS provides regulatory authority for EMS activities within Nebraska. The State is divided into four EMS regions containing 427 licensed EMS Services that respond to approximately 297,000 calls for service each year. In 2016, the Electronic Nebraska Ambulance Rescue Service Information System (ENARSIS) required EMS Services to submit all patient care reports electronically and within 72 hours of completion of a call. The State's EMS agencies are reporting data to DHHS directly through ENARSIS which is compliant with NEMSIS V.3.4. A fifty-cent surcharge on vehicle registration fees provide the initial and on-going funding for the EMS data collection system.

Table 6: EMS Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
			As of 3/31/2023	
Timeliness	% EMS reports sent to governing agency within 10 days of incident. **Baseline:** 38	100% of EMS reports sent to governing agency within 72 hours of incident.	97.10%	25
	% EMS reports sent to governing agency within 30 days. **Baseline:** 50	100% of EMS reports sent to governing agency within 72 hours of incident.	99.21%	25
	Mean # days from incident to data availability on statewide system. **Baseline:** 100	3 days	1.35 days	25
Accuracy	% EMS run locations that match statewide location coding. **Baseline:** 13	100%	100% (If this is referencing the location where the patient is delivered to	25
Completeness	% of EMS agencies contributing to the statewide database. **Baseline:** 13	100%	398/420=94.76%	25
	% "missing" found during data audits of critical data elements. **Baseline:** 8	< 5%	Future measure planned	25
Uniformity	% of records on EMS database that meet the current NEMSIS standards. **Baseline:** 92	> 90% of records	26.85%	25
Accessibility	Data available to other departments, researchers and public.	Respond to aggregate and generate factsheets and reports.	Yes	31
Data Integration	% data collected through NARSIS, ENARSIS, and Omaha Fire and Rescue linked to CODES.	100% of records collected electronically.		21

2. Emergency Department and Hospital Discharge Data System

The Nebraska Hospital Association (NHA), comprised of 89 acute and specialty care hospitals within the State, collects uniform information on approximately 200,000 injury-related emergency department visits and 12,000 injury related hospital discharges each year. Information on each emergency department visit and hospital discharge is reported from acute care hospitals in Nebraska to the NHA. This information is reported using the Uniform Billing Form (UB-04) and is transmitted electronically to the NHA and then to DHHS. Hospital discharge records contain information on the date of admission, date of discharge, patient's age, gender, county of residence, and primary and secondary ICD-9-CM diagnosis codes and E-CODEs. The availability of both ambulatory care and hospital discharge data allows safety analysts to provide a more complete picture of the extent of motor vehicle injury in Nebraska.

Table 7: Emergency Department and Hospital Discharge Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from hospital/ED discharge until data is entered into database. **Baseline:** 30 days	Due to the nature of medical billing, there is not standard or requirement that can be imposed.	23.5 days.	25
	Number of days from end of quarter/year until data is available for analysis on a state level. **Baseline:** 270 days	Due to the nature of medical billing, there is not a standard or requirement that can be imposed.	90 days.	25
Accuracy	% of injury-related Emergency Department discharges containing a valid E-CODE. Baseline: 92%	95% of injury-related ED discharges contain a valid E-CODE.	93%	25
	% of hospital discharges records in the injury dataset containing a valid N-CODE and E-CODE. **Baseline:** 70%	95% of injury hospital discharges records contain a valid N-CODE and E-CODE.	61%	25
Completeness	%" missing" found during data audits of critical data elements. **Baseline:** 0	<1% of critical data elements found "missing".	Future measure planned.	25
Uniformity	% of hospitals participating in statewide database. **Baseline**: 95%	100% of hospitals participating in statewide database.	Future measure planned.	25
Accessibility	Data available to other departments, researchers and to the public. **Baseline:** Respond to aggregate and generate factsheets and reports.	Online query access by approved departments.	Selected for implementation by TRCC.	26
Data Integration	% data collected linked in CODES.	99% Linked.	Selected for implementation by TRCC.	26

3. Trauma Registry

Nebraska is divided into four trauma regions with 51 designated trauma centers throughout Nebraska. These trauma centers are designated as Comprehensive (2 hospital), Advanced (3 hospitals), Pediatric Advanced (1 hospital), General (5 hospitals), and Basic (40 hospitals). Comprehensive trauma centers are verified by the American College of Surgeons which is used to obtain state trauma designation. Advanced, General, and Basic trauma centers may be verified by the American College of Surgeons criteria to obtain state trauma designation or meet state regulatory requirements for state trauma designation. DHHS provides a web-based Trauma Registry that all hospitals with an emergency department are encouraged to participate in regardless of designation. All designated hospitals are required to submit data either directly or import into the Trauma Registry provided by DHHS.

Process Flow

There are two software systems in place for collection of trauma data in Nebraska, the hospital-based National Trauma Registry-American College of Surgeons (NTRACS) and the state web-based trauma registry developed by ImageTrend. Level I and II trauma centers initially enter data into NTRACS and then submit to DHHS on a monthly basis. Level III and IV trauma centers enter data directly into the state system, also on a monthly basis. The State Trauma Registrar integrates the data submitted to both systems into a common database.

Table 8: Trauma Registry Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from trauma center discharge until data is entered into database. **Baseline**: 3 months	To have data entered within 3 months of discharged from Emergency Department per Regulatory requirement.	91% within 3 months	25
Accuracy	% "missing" found during data audits of critical data elements. **Baseline:** <2.5%	To have no missing data in the fields of Injury Date and Time, ED Arrival Date and Time, ED Disposition, Primary Cause of Injury and Primary Diagnosis	2% error rate	25
Completeness	% of Hospitals contributing to the statewide Database	100%	52/52=100%	25
Uniformity	% of records in Trauma Registry that meet the Nebraska Data Dictionary	>95%	98.43%	25
Accessibility	Data available to other departments, researchers, public	To have a streamlined, easy to understand process to request and receive trauma registry data	Yes	26
Data Integration	% data collected linked to CODES	100% of data collected linked to CODES		26

4. Division of Vital Records (DVR)

Process Flow

Vital statistics are submitted through one of three processes: fully electronic, partial electronic, and manual.

The fully electronic record is initiated by the funeral home using Nebraska's Electronic Registration System (ERS). The electronic record is assigned to the appropriate medical certifier who completes the record electronically and places it in a queue to be registered and assigned a state file number.

The partial electronic record is initiated by the funeral home using the ERS. A copy is then printed out to be mailed or taken to the medical certifier for completion. The copy is then returned to the funeral home for submission to the State.

Manual records are also initiated by the funeral home using a typewriter or word processing software. These records then go to the medical certifier, back to the funeral home, and finally to the State either through regular mail or by manual pick-up. Cause of death fields are completed by State nosologists.

A fourth process was implemented a few years ago that is electronic but has a fax attestation component.

Through the National Center for Health Statistics, Nebraska cooperates with other states in the exchange of death records. DHHS collects data concerning deaths of all persons who died in Nebraska, and for all Nebraska resident deaths regardless of where the death took place.

Table 9: Division of Vital Records Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from death discharge until data is entered into database. **Baseline:** 10 days	5 days from death discharge.	Future measure planned.	25
	Number of days from end of quarter/year until final data is available for analysis on a state level. **Baseline:** 6 months	3 months from end of quarter.	Future measure planned.	25
	New project to migrate to electronic submission and verification.	100% records submitted electronic.	LB 786 passed in 2016 to require that all death records will be submitted electronically beginning July 21st, 2016.	25
Accuracy	% "missing" found during data audits.	< 10% data missing.	To be determined.	25
Completeness	% of injury-related fatalities containing a valid cause code.	100% of fatalities contain valid code.	Future measure planned.	25
Uniformity	% of death records that are reported through the electronic system.	100% of records reported electronically.	49%	25
Accessibility	Data available to other departments, researchers, public.	To have a streamlined, easy to understand process to request and receive trauma registry data.	Selected for implementation by TRCC.	26

Table 9: Division of Vital Records Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Data Integration	% data collected linked to CODES.	100% of data collected linked to CODES	Selected for implementation by TRCC 4/21/16	26

5. Crash Outcome Data Evaluation System (CODES)

Nebraska has been a part of the CODES program since 1998, with DHHS staff managing the data files and conducting the linkage and analysis processes for NHTSA and the State. Over the years, the CODES program has become an integral part of the highway safety program in Nebraska.

Most recently, analysts within DHHS have successfully integrated crash data provided by NDOT with hospital discharge, EMS, and vital records data for calendar years 2008 through 2014. Incomplete statewide EMS data for previous years prevented its complete inclusion in the linkage process.

The CODES database allows for the analysis of persons injured as the result of a motor vehicle crash throughout their continuum of care. The integrated data are used for State specific applications and in response to NHTSA data requests. Analysts at DHHS are experienced in working with the available datasets and in performing deterministic and probabilistic linkage methodologies using SAS and CODES2000 software. The table below provides a sample of the variables available for linkage among the core CODES datasets.

Table 10: Variables to Link CODES Datasets

Crash	EMS	ED*	Hospital	Trauma Registry	Vital Statistics
First Name	YES	NO	NO	YES	YES
Last Name	YES	NO	NO	YES	YES
Date of Birth	YES	YES	YES	YES	YES
Crash Date	YES	YES	YES	YES	YES
Crash Time	YES	NO	NO	YES	YES
Crash County	YES	YES (hospital county)	YES (hospital county)	YES	YES (county of death)

*Emergency Department

Table 11: Crash Outcome Data Evaluation System Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	By May of each year a new CODES dataset will be generated (e.g. by May 2020, the CODES 2018 dataset will be generated)	13 months from the end of the year, the CODES dataset will be generated	The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.	22
Accuracy	% accuracy and consistency of ENARSIS data	By 2022, >80% of yearly crash records indicating EMS transport are linked		25
Completeness	Increasing the percentage of crash records linked with other records	Reduce false positive and false negative linkage rate (currently only for crash records linked with death certificate)		25

Uniformity	% data from State EMS agencies compliant with NEMSIS 3.0 standards	100% of EMS agencies compliant with current NEMSIS standards	85% of EMS agencies are compliant with NEMSIS	25
Accessibility	Data available to other departments, researchers and to the public	To have a streamlined, easy to understand process to request and receive CODES data		26
Data Integration	Public Health Data Center to develop online querying of CODES datasets	By 2017, have public health surveillance indicators from CODES posted on the PH Data Center website		26

V. Projects and Prioritization

Table 12 shows candidate projects identified by the TRCC. This list includes projects funded by all available funding sources, notes the system and quality category the project will address, whether the project has been selected for implementation and last update.

Table 12: Projects

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Investigator's Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TraCS and other systems.	Yes	4/20/23
2	Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/ Adjudication	Testing new system.	Yes	4/20/23
3	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality	Yes	4/20/23
4	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/20/23
5	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	4/20/23
6	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	4/20/23
7	Data Dictionary	Citation/ Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	2/1/22
8	Improve the data quality control program for the citation/adjudication system	Citation/ Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	2/1/22

Table 12: Projects (continued)

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
9	Citation Tracking	Citation/ Adjudication	Track citations from point of issuance to posting on the driver file	Yes	2/1/22
10	Linkage	Citation/ Adjudication	Linked with driver, vehicle, crash	Yes	2/1/22
11	Establish a linked DUI system (MIDRIS)	Driver & Citation/ Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	3/1/22
12	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	4/20/23
13	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	4/20/23
14	Complete a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Completed	4/21/22
15	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	4/20/23
16	Create a data dictionary	Driver	Definitions and elements	Future planned development	4/21/22
17	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development	4/20/23
18	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	No	4/20/23
19	Create workflow documentation	Vehicle	Include NMVTIS	No	4/20/23
20	Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration, and accessibility.	No	4/21/22
21	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	4/20/23
22	Create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	4/20/23
23	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	4/20/23

Table 12: Projects (continued)

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
24	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements	Yes	4/20/23
25	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration, and accessibility with goals	Yes	4/20/23
26	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.		4/20/23
27	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	4/20/23
28	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	4/20/23
29	Allow access to data	Roadway	Allow access for consumption and updates	Yes	4/20/23
30	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	4/20/23
31	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	4/20/23
32	Conduct a Training Needs Assessment	TRCC Management	Improve data and user's ability to efficiently use the data.	Yes	4/21/22
33	Replace the Crash Information Database	Crash	Update database adding current MMUCC fields	Yes	4/20/23
34	Crash and Roadway Data Interface for Roadway Safety Analysis	Crash	Link crash data and Linear Referencing System roadway data in safety analysis software	Yes	4/20/23

VI. Projects Selected for Implementation

The following projects were selected for implementation by the TRCC:

Project # 1	**Project Name: Investigator's Electronic Crash Reporting System**
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628
Project Description / Purpose: To improve the investigator's electronic crash reporting system.	
System: Quality Category Project will Address: Crash Records	
Target or Deficiency Project will Address: To reduce the current average of 2 hours to an average of less than 30 minutes for submittal of an Investigator's report. To increase the accuracy rate of Investigator's submitted reports by eliminating manual entry of key data. To reduce the amount of amended reports being submitted to NDOT by eliminating the manual entry of data. To reduce the amount of rework required by the data entry unit by reducing the amount of incoming amended reports. To reduce the amount of time it takes an officer / supervisor to approve an entered investigator's report. **Update:** NDOT received 85.6% of crash reports electronically in 2020. In August 2021, Legislative Bill 174 went into effect and included the following changes: 1) Increase minimum property damage crash reportability threshold from "greater than $1,000" to "equal or exceeds $1,500," 2) Remove requirement for a driver to complete driver's report if the crash is investigated by an officer, and 3) Redact all birth dates and driver's license numbers from publicly available investigator's crash reports." These changes will be implemented into NE's crash reports. 2022: NDOT and NSP are working with Omaha PD to move to all-electronic crash reports, citations, etc. this fiscal year. 4/21/22: Omaha PD is projected to be electronic by July; a TraCS update is projected for May 3. 4/20/23: Investigator Crash Report System (ICR) went live for Kearney PD and Buffalo County went live on September 23, 2022 and for Omaha PD on February 15, 2023. Omaha PD has a backlog of 8000+ paper reports, estimated to take six months to enter.	

Estimated Budget/Funding Source by Year:	**Source**	**2022**	**2023**	**2024**	**2025**	**2026**
	Section: 405c	**$0**	**$0**	**$0**	**$0**	**$0**

Project # 2	Project Name: Develop a "Smart Map" Harmonized Location Referencing System
Lead Agency: NDOT/NCC	**Contact Information:** Sean Owings and Drew Bigham sean.owings@nebraska.gov drew.bigham@nebraska.gov (402) 479-4628 (402) 471-3992

Project Description / Purpose:
Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. The "smart map" would use the identified crash location latitude/longitude to interface with NDOT's LRS and roadway inventory data. Ability to overlay enforcement with citation and crash records.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data. NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the map's latitude/longitude data into the TraCS or other collection software databases, identify the LRS route and reference post information, and transmit the latitude/longitude and LRS information into NDOT's database.

Update:
The TLT (TraCS Location Tool) is built into TraCS. All agencies using this reporting method will use the TLT to place the crash's location.
February 2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.
4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes.
4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 3	Project Name: Establish a comprehensive, formal quality control program for crash data
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628

Project Description / Purpose:
Establish a comprehensive, formal quality control program for crash data.

System: Quality Category Project will Address: Crash Records

Target or Deficiency Project will Address:

- A complete set of operationally relevant data quality performance measures for the crash system covering timeliness, accuracy, completeness, consistency, integration, and accessibility.
- A formal method of counting and tracking errors and providing feedback to law enforcement agencies.
- A link between error tracking and training content so that common errors can be documented and addressed in the academies and in periodic refresher training.
- Assured coordination with key users to ensure that errors noted by users of the data are logged, corrected (where feasible), and addressed in training, instruction manuals and help files for data collectors.
- Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form.

Update:
4/21/22: This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a new quality control program based on the functionality of the new database. The quality control program will establish a formal process of accessing crash data quality with robust performance measures. NDOT will use NHTSA's Model Performance Measures for State Traffic Records Systems as guide during development of the quality control program.

4/20/23: Currently, in the maintenance phase and refining the CID system's rules.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section:	$0	$0	$0	$0	$00

Project # 4	Project Name: Improve the Data Dictionary for the Crash Data System
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the crash data completeness and accuracy. **Update:** This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a full set of new data dictionary documentation based on the new database. 4/21/22: Estimated that 2021 year-end data will be completed around Sept 2022. 4/20/23: Estimated to take until 2025 to enter the 2021 and 2022 backlog of reports.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 5	Project Name: Improve the Process/Procedures Flows for the Crash Data System
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628
Project Description / Purpose: Create a process flow diagram for collection, reporting and posting of crash data.	
System: Quality Category Project will Address: Traffic Records	

Target or Deficiency Project will Address:
Improve the completeness and accuracy of crash data.

Update:
This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021.
NTIP will have an update in June 2022 that will allow two different data systems running parallel to each other: 2021 and future crashes; 2020 and past crashes.
4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes.
4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 6	Project Name: Improve the Interfaces with the Crash Data System
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628

Project Description / Purpose:
Improve the timeliness and availability with real-time interfaces for driver, vehicle, and roadway data systems.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve the integration and accessibility of the crash data by providing real-time links with three other data systems.

Update:
This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing data integration and improving accessibility as the new database is stabilized.
4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes.
Once Omaha PD becomes electronic, it is estimated that only 10% of crash reports will be paper.
4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. Current rate of 76.52% electronic with OPD submitting electronically starting at mid-February 2023.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 7	Project Name: Citation/Adjudication System Data Dictionary
Lead Agency: Nebraska Crime Commission	**Contact Information:** Drew Bigham drew.bigham@nebraska.gov

	(402) 471-3992

Project Description / Purpose:
Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Create an approved data dictionary for the Citation/Adjudication system including all databases.

Update:
7/24/20: eCitation data is validated during a testing phase when onboarding new LEA agencies onboard. The NCC has the XML spec for the eCitation data collection process available on the NCC website.
2/1/22: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$255,000	$487,710	$325,205	$316,534	$296,000

Project # 8	Project Name: Improve the Data Quality Control Program for the Citation/Adjudication System
Lead Agency: Nebraska Crime Commission	**Contact Information:** Drew Bigham drew.bigham@nebraska.gov (402) 471-3992

Project Description / Purpose:
Implement performance measures and trend analysis to assess data quality. These will include a complete set of data quality performance measures for the citation/adjudication systems covering timeliness, accuracy, completeness, consistency, integration, and accessibility.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve data accuracy by tracking all needed improvements. Develop a performance measure grid with all six attributes being updated annually.

Update:
07/24/2020: Live data outside of the test environment is validated per the Nebraska Supreme Court Uniform Form specifications. Non-Nebraska Supreme Court variables (i.e., lat/long) are also validated. Validation also includes contingency variables reviews. Amazingly, NCC sees only 3-4 citations with errors every quarter.
In December 2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement.
2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 9	Project Name: Citation Tracking System
Lead Agency: Nebraska Crime Commission	**Contact Information:** Drew Bigham drew.bigham@nebraska.gov (402) 471-3992

Project Description / Purpose:
Review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.

System: Quality Category Project will Address: Citation and Adjudication Records

Target or Deficiency Project will Address:
Launch an integrated system that will track 100% of citations through adjudication.

Update:
07/24/2020: XSD/XML is publicly available for all vendors to adhere to. eFiling application is finalized, NCC anticipates prosecutors to begin to use by EOY. Further launch of this system is planned for FY2021.
2021: Testing XML Data with two vendors.
3/1/2021: Still working to get the new crash form integrated into NCJIS.
12/1/2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement.
1/1/2022: eFiling is being set up with County and City Attorneys.
2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$255,000	$487,710	$325,205	$316,534	$296,000

Project # 10	Project Name: Citation/Adjudication Data Linkage
Lead Agency: Nebraska Crime Commission	**Contact Information:** Drew Bigham drew.bigham@nebraska.gov (402) 471-3992

Project Description / Purpose:
Link data within citation/adjudication system and with driver, vehicle, and crash systems. Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve data linkage by upgrading systems that will automatically link 100% of citation/adjudication data for all justice departments, driver, vehicle, and crash data systems.

Update:
07/24/2020: Crash Form does not require the Citation number as a required field. Linking two data collection projects will be only available when data is present in both places. Citation data is available for prosecutors in NCJIS, see eFiling enhancement above in Project #14.
2021: NCC no longer has a preferred RMS vendor.
2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 11	Project Name: Establish a Linked DUI System (MIDRIS)
Lead Agency: Nebraska Crime Commission / Department of Motor Vehicles	**Contact Information:** Drew Bigham (vacant) drew.bigham@nebraska.gov @nebraska.gov (402) 471-3992 402-471-

Project Description / Purpose:
Linked to the driver system electronically. Include driver sanctions and all citations written by law enforcement.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve data completeness and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.

Update:
07/24/2020: NCC will work with DMV to establish metric to ensure 100% linkage.
2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.
3/1/2022: Kathy Van Brocklin retired from the DMV; a replacement will be hired.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 12	Project Name: Develop Traffic Records Inventory
Lead Agency: TRCC Management/HSO	**Contact Information:** Ashley Pick ashley.pick@nebraska.gov 402-471-2567

Project Description / Purpose:
Create a document that contains the description and details of all the traffic records data including the data manager for each system.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve the completeness of all the data systems to allow integration.

Update:
2/1/2022: Updates to the Traffic Records System Plan were made.
4/21/2022: Staffing updates to the Traffic Records System Plan were made.
5/1/2022: Updates to the Traffic Records System Plan were made.
6/9/2022: Updates to the Traffic Records System Plan were made for the yearly Highway Safety Plan.
4/20/2023: Updates to the Traffic Records System Plan were made.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 13	Project Name: Improve Quality Control and Quality Improvement Programs
Lead Agency: TRCC Management/HSO	**Contact Information:** Ashley Pick ashley.pick@nebraska.gov 402-471-2567

Project Description / Purpose:
Develop quality control guidelines for all six data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Allows the opportunity to measure all performance goals for all data systems.

Update:
Selected for implementation by the TRCC.
A request has been sent to each data system manager with format and guidelines.
4/20/23: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 14	Project Name: Develop a Lifecycle Cost Consideration for Projects
Lead Agency: TRCC Management/HSO	**Contact Information:** Ashley Pick ashley.pick@nebraska.gov 402-471-2567
Project Description / Purpose: Develop a lifecycle cost consideration for projects to ensure long-term projects are successful beyond federal funding.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the completeness of projects by considering the long-term and on-going costs. **Update:** Selected for implementation by the TRCC. The lifecycle cost consideration is reviewed during the initial grant contract proposal application review.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 15	Project Name: Create a Process Flow for the Driver Data System
Lead Agency: Department of Motor Vehicles	**Contact Information:** Matt Coatney matt.coatney@nebraska.gov 402-471-1472 Betty Johnson betty.Johnson@nebraska.gov 402-471-3909
Project Description / Purpose: Develop a process flow chart for the driver data system to document all processes.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the accuracy of the driver data system. **Update:** 3/1/2022: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/2022: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/2023: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 16	Project Name: Create a Data Dictionary for the Driver Data System.
Lead Agency: Department of Motor Vehicles	**Contact Information:** Matt Coatney matt.coatney@nebraska.gov 402-471-1472 Betty Johnson betty.Johnson@nebraska.gov 402-471-3909
Project Description / Purpose: Create a data dictionary for the driver data system that will include all the data elements, validation rules and any elements that will be captured through linkage.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the accuracy and completeness of the driver system data. **Update:** 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle).	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 17	Project Name: Implement the Quality Control Program for the Driver Data System
Lead Agency: Department of Motor Vehicles	**Contact Information:** Matt Coatney matt.coatney@nebraska.gov 402-471-1472 Betty Johnson betty.Johnson@nebraska.gov 402-471-3909
Project Description / Purpose: Develop quality control program for the Driver data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the accuracy of the driver data system. **Update:** 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 18	Project Name: Deny PRISM Reincarnated Carriers
Lead Agency: Department of Motor Vehicles	**Contact Information:** Cathy Beedle cathy.Beedle@nebraska.gov 402-471-3894
Project Description / Purpose: Develop the process to deny registration to the PRISM reincarnated carriers.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the accuracy of the vehicle data systems. **Update:** Project will be considered in the future.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 19	Project Name: Create Workflow Documentation for the Vehicle Database
Lead Agency: Department of Motor Vehicles	**Contact Information:** Matt Coatney matt.coatney@nebraska.gov 402-471-1472 Betty Johnson betty.Johnson@nebraska.gov 402-471-3909
Project Description / Purpose: Create a workflow document for the vehicle system that includes National Motor Vehicle Title Information System (NMVTIS).	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the uniformity of the vehicle data with a complete workflow document so all users follow the same guidelines. **Update:** 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 20	Project Name: Create Vehicle System Performance Measures

Lead Agency:
Department of Motor Vehicles

Contact Information:
Matt Coatney
matt.coatney@nebraska.gov
402-471-1472

Betty Johnson
betty.Johnson@nebraska.gov
402-471-3909

Project Description / Purpose:
Develop quality control program for the vehicle data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve the accuracy of the vehicle data system.

Update:
Project will be considered in the future.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 21	Project Name: Nebraska Emergency Medical Services Data Quality Improvement

Lead Agency:
DHHS

Contact Information:
Ming Qu
Ming.Qu@nebraska.gov
(402) 471-0566

Project Description / Purpose:
Finalize and implement quality control measures to improve the accuracy and consistency of eNarsis data. Convert all EMS services to electronic submission in eNarsis. Expand edit checks and validation rules.

System: Quality Category Project will Address:

Target or Deficiency Project will Address:
100% of EMS records will be submitted electronically in eNarsis.

Update:
In September 2021, discussions were held about preparing five-year EMS reports.
For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two.
1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS.
4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 22	Project Name: CODES – Linking data
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566

Project Description / Purpose:
To create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data. Resolve errors and issues with final data.

System: Quality Category Project will Address:

Target or Deficiency Project will Address:
CODES will create one uniform database to evaluate Nebraska's fatal and serious motor vehicle injury crashes. This will allow us to reduce the fatal and serious injury crash rates.

Update:
Annual reports created for: CODES, motorcycle helmet use, seat belt use.
4/21/22: DHHS received the 2020 Hospital Discharge data.
4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 23	Project Name: E-CODE Data Quality Improvement
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566

Project Description / Purpose:
E-CODE data is the major information source that public health uses to study injuries. E-CODE compliance has been declining since 2004 which results in incomplete and inconsistent data.

System: Quality Category Project will Address:

Target or Deficiency Project will Address:
The target is to annually assess the data quality of the E-CODE data and provide data quality improvement feedback.

Update:
For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two.
4/21/22: Updated E-CODE data to pull more ICD-10 codes from annual raw hospital discharge data.
4/20/23: Completed the SAS code for creating the 2017-2022 Motor Vehicle Crashes (MVC)-related Hospitalizations and Emergency Department (ED) Visits dataset using E-code data; completed the SAS code for creating the 2017-2021 Fall-related Hospitalizations and ED Visits using E-code data. As well as, started to work on the preliminary analysis of the trend of MVC-related Hospitalizations & ED Visits.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 24	Project Name: Create a Data Dictionary for the EMS/Injury Surveillance Systems
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the accuracy and uniformity of the EMS/Injury Surveillance System data. **Update:** Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 25	Project Name: Create System Performance Measures for the EMS/Injury Surveillance Systems
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566 Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124
Project Description / Purpose: Develop quality control program for the EMS/Injury Surveillance data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the data in the EMS/Injury Surveillance systems. **Update:** Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals based on their desired information. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 26	Project Name: Interfaces/linkage for EMS/Injury Surveillance Systems
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566 Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124
Project Description / Purpose: Link all EMS/Injury surveillance systems possible within current statutes.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the linkage of the EMS/Injury Surveillance data. **Update:** In 2022, DHHS is working with the Nebraska Hospital Association (NHA) for 2020 data linkage and developing annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 27	Project Name: Include Rehabilitation Data in the EMS/Injury Surveillance Data Systems
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566 Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124
Project Description / Purpose: Add rehabilitation data to the current data systems.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the completeness of the EMS/Injury Surveillance data. **Update:** As of July 2020, the Trauma Regulations are going to a third hearing and then through the remaining approvals. This will include updates for Rehab and Burn centers data collection requirements. 4/20/23: Trauma Regulations have passed effective 5/17/2022. There is currently no designated rehab or burn facilities so no data is being collected from those facilities at this time.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 28	Project Name: Track Frequency, Severity, & Nature of Injuries in MVC
Lead Agency: DHHS	**Contact Information:** Ming Qu Ming.Qu@nebraska.gov (402) 471-0566
Project Description / Purpose: Track the frequency, severity, and nature of injuries in Motor Vehicle Crashes (MVC). This information will improve the completeness of traffic record data.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the completeness of EMS/injury surveillance data. **Update:** 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 29	Project Name: Allow Access to Roadway Data
Lead Agency: NDOT	**Contact Information:** Walter Moy walter.moy@nebraska.gov 402-479-4755
Project Description / Purpose: Allow access to the roadway data for information users and other departments that could update the information.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the accessibility of the roadway data. **Update:** 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Working with the NDOT GIS team on requests for roadway data in shapefile form	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 30	Project Name: Develop a Quality Control Program for the Roadway Data
Lead Agency: NDOT	**Contact Information:** Walter Moy walter.moy@nebraska.gov 402-479-4755
Project Description / Purpose: Develop quality control program for the roadway data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences. Develop a comprehensive data dictionary.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve the data accuracy of the roadway data system. **Update:** 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Created a new "Data Translation Unit", their purpose is to run data quality checks and reports for HMPS purposes, create new data reports, and answer any roadway data questions. Conducted Lean Six Sigma project to streamline and uniformly inventory and map county roads.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 31	Project Name: Provide Truly Integrated Data
Lead Agency: TRCC Management/HSO	**Contact Information:** Ashley Pick ashley.pick@nebraska.gov 402-471-2567
Project Description / Purpose: Work with all data system administrators to integrate all the traffic records systems.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve data integration of all the data systems. **Update:** 2021-2022: Held quarterly TRCC meetings to collaborate with all Contributors. 2022-2023: Held quarterly TRCC meetings to collaborate with all Contributors.	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 32	Project Name: Conduct a Training Needs Assessment
Lead Agency: TRCC Management/HSO	**Contact Information:** Ashley Pick ashley.pick@nebraska.gov 402-471-2567
Project Description / Purpose: Conduct a training needs assessment with all core data system users.	
System: Quality Category Project will Address: Traffic Records	
Target or Deficiency Project will Address: Improve data and user's ability to efficiently use the data. This process will also be used to track the various trainings offered. **Update:**	

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

Project # 33	Project Name: Highway Safety Information System Database Rewrite
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628

Project Description / Purpose:
Replace the existing IBM DB2 mainframe HSI database with a modern database software solution with normalized structure to minimize data redundancies. Expand the underlying database tables to allow for the collection of all MMUCC version 4 data elements, making NDOT 100% MMUCC version 4 compliant.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
The target of this project is to improve the crash data completeness to 100% MMUCC version 4 compliant from the current approximate 50%. An additional target is to improve the timeliness from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database.

Update:
Project plans are completed to start in October 2016.
7/21/16: Directed by Dan Waddle to create a Request For Proposal (RFP) to replace the system. I'm currently performing the requirement gathering phase of the project.
10/20/16: A rewriting of the Highway Safety Information system (HSI) is required in order to accommodate the new Model Minimum Uniform Crash Criteria (MMUCC) 4+ data elements and table structure. At this time NDOT knows the HSI database needs to be redesigned or replaced, but a decision hasn't been made as to the direction this stage of the project will take. The upcoming meeting on October 27th will dictate the direction of the upgrade and the go-live date for the complete MMUCC 4+ Upgrade Project.
1/5/17: The MMUCC coding team met with NDOT's upper management on October 27, 2016 to discuss the project's scope, time and cost. With our current level of understanding, it has been estimated that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between $1.7 million and $5.1 million (mean $3.4 million). Management has requested that a Request For Information (RFI) be drafted and posted. Currently, the RFI is completed and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected by end of next week.
4/20/17: NDOT received one response, we are currently reviewing the response and have a meeting to discuss the findings with upper management on May 2, 2017. We will know more after this meeting on which approach the new vehicle crash database will take – in-house created or a third-party solution.
4/20/18: Since a complete replacement of the current vehicle crash database is needed to accommodate the MMUCC 5 data requirements, NDOT has made the decision to replace the current database. A Request for Proposal (RFP) was completed and posted on December28, 2017 with a final closing date of January 25, 2018. Final negotiations are in progress and no firm date has been established to have a vendor on site.
7/16/20: The vendor (LexisNexis) to date has created the Administration, Transcriber, Transcriber Quality Control, and Indexing screens. Work is currently being done on the Location Mapping and Location Mapping Quality Control screens; as well as, the workflow, incoming electronic report matching, and report validation processes. The MMUCC5 (CID) project is on schedule with a "go-live" date of January 1, 2021.
5/27/21: MMUCC 6, Crash Information Database (CID) system was launched 1/1/2021, but some reporting details continue to be resolved. A NHTSA Go-Team will be requested to verify the MMUCC mapping as soon as all issues are resolved.
July 2021: Justice Data Solutions (JDS) completed their system's front-end process to allow agencies reporting through JDS system to enter a MMUCC 5 report.
10/18/21: The Investigator Crash Reporting system (ICR) passed State certification and is targeting the end of the year to have the Omaha Police Department (OPD) officers trained and the ICR deployed. ICR going live in Q1 of 2022.
4/20/23: OPD went live with the ICR mid-February 2023. OPD is 100% electronic in submitting vehicle crash reports.

Estimated Budget/Funding Source by Year:	Source	2017	2018	2019	2020	2021
	Section: 405c	**$0**	$100,000.00	**$0**	**$0**	**$0**

Project # 34	Project Name: Crash and Roadway Data Interface for Roadway Safety Analysis
Lead Agency: NDOT	**Contact Information:** Sean Owings sean.owings@nebraska.gov (402) 479-4628

Project Description / Purpose:
Improve interface of crash data and roadway data by linking crash data, roadway LRS, and roadway data in a new safety analysis software. The newly linked roadway data will include MIRE FDE data.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:
Improve the interfaces with crash data system to reflect best practices.

Update:
NDOT kicked off implementation of AASHTOWare Safety analysis software and is identifying and compiling roadway, LRS, and crash data. Implementation is planned for completion in 2022.
4/20/23: AASHTOWare Safety is in production with a limited dataset. NDOT is in the process of mapping the historical data to the new AASHTOWare Safety. Once mapped, AASHTOWare Safety will have access to crash data from 1/1/2003 – current completed data.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	$0	$0	$0	$0	$0

VII. Index of Acronyms

AAMVA	American Association of Motor Vehicle Administrators		MIRE	Model Inventory of Road Elements
ALR	Administrative License Revocation		MMUCC	Model Minimum Uniform Crash Criteria
CAD	Computer Aided Dispatch		NCJIS	Nebraska Criminal Justice Information System
CID	Crash Information Database		NDOT NEMSIS	Nebraska Department of Transportation National Emergency Management System Information System
CODES	Crash Outcome Data Evaluation System			
DHHS	Nebraska Department of Health and Human Services			
DMV	Nebraska Department of Motor Vehicles		NHA	Nebraska Hospital Association
DUI	Driving Under the Influence (of alcohol or drugs)		NHTSA	National Highway Traffic Safety Administration
ED	Emergency Department		NMVTIS	National Motor Vehicle Title Information System
EMS	Emergency Medical Services			
ENARSIS	Electronic Nebraska Ambulance Rescue Service Information System		NTRACS	National Trauma Registry-American College of Surgeons
ERS	Nebraska's Electronic Registration System		OPD	Omaha Police Department
FHWA	Federal Highway Administration			
Highway Safety Manual	American Association of State Highway and Transportation Officials www.highwaysafetymanual.org/Documents/HSMP-1.pdf		PDO	Property Damage Only
HPMS	Highway Performance Monitoring System		SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005
HSI	Highway Safety Information		SAS	Statistical Analysis Software
HSIP	Highway Safety Improvement Program		SHSP	Strategic Highway Safety Plan
HSO	Nebraska Department of Transportation - Highway Safety Office		TRA	Traffic Records Assessment
IHI	Integrated Highway Inventory		TraCS	Traffic and Criminal Software
IRP	International Registration Plan			
JUSTICE	Nebraska Trial Courts Case Search System			
LEA	Law Enforcement Agency			
LRS	Location Reference Systems		TRCC	Traffic Records Coordinating Committee
MACH	Mobile Architecture for Communications Handling		Traffic Safety Information System Improvement Program	Implementation of the Traffic Records System Plan Targets and priorities
MIDRIS	Model Impaired Driving Records Information System		U.S. DOT	United States Department of Transportation

HSP Attachment B
Racial Profiling Data Collection Grant

Nebraska Commission on Law Enforcement and Criminal Justice (Crime Commission)

Traffic Stops in Nebraska (Racial Profiling Data) – Agency/County Traffic Stop Data Reports

Annual statistical data publicly available on the Nebraska Commission on Law Enforcement and Criminal Justice by county and law enforcement agency: https://ncc.nebraska.gov/traffic-stops-nebraska

Nebraska Racial Profiling Revised Statutes

20-501. Racial profiling; legislative intent.

Racial profiling is a practice that presents a great danger to the fundamental principles of a democratic society. It is abhorrent and cannot be tolerated. An individual who has been detained or whose vehicle has been stopped by the police for no reason other than the color of his or her skin or his or her apparent nationality or ethnicity is the victim of a discriminatory practice.

Source: Laws 2001, LB 593, § 1; Laws 2013, LB99, § 1.

20-502. Racial profiling prohibited.

(1) No member of the Nebraska State Patrol or a county sheriff's office, officer of a city or village police department, or member of any other law enforcement agency in this state shall engage in racial profiling. The disparate treatment of an individual who has been detained or whose motor vehicle has been stopped by a law enforcement officer is inconsistent with this policy.

(2) Racial profiling shall not be used to justify the detention of an individual or to conduct a motor vehicle stop.

Source: Laws 2001, LB 593, § 2; Laws 2013, LB99, § 2.

20-503. Terms, defined.

For purposes of sections 20-501 to 20-506:

(1) Disparate treatment means differential treatment of persons on the basis of race, color, or national origin;

(2) Motor vehicle stop means any stop of a motor vehicle, except for a stop of a motor truck, truck-tractor, semitrailer, trailer, or towed vehicle at a state weighing station; and

(3) Racial profiling means detaining an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.

Source: Laws 2001, LB 593, § 3; Laws 2004, LB 1162, § 1.

20-504. Written racial profiling prevention policy; contents; Nebraska Commission on Law Enforcement and Criminal Justice; powers; duties; records maintained; immunity; law enforcement officer, prosecutor, defense attorney, or probation officer; report required.

(1) On or before January 1, 2014, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall adopt and provide a copy to the Nebraska Commission on Law Enforcement and Criminal Justice of a written policy that prohibits the detention of any person or a motor vehicle stop when such action is motivated by racial profiling. Such racial profiling prevention policy shall include definitions consistent with section 20-503 and one or more internal methods of prevention and enforcement, including, but not limited to:

(a) Internal affairs investigation;

(b) Preventative measures including extra training at the Nebraska Law Enforcement Training Center focused on avoidance of apparent or actual racial profiling;

(c) Early intervention with any particular personnel determined by the administration of the agency to have committed, participated in, condoned, or attempted to cover up any instance of racial profiling; and

(d) Disciplinary measures or other formal or informal methods of prevention and enforcement.

None of the preventative or enforcement measures shall be implemented contrary to the collective-bargaining agreement provisions or personnel rules under which the member or officer in question is employed.

(2) The Nebraska Commission on Law Enforcement and Criminal Justice may develop and distribute a suggested model written racial profiling prevention policy for use by law enforcement agencies, but the commission shall not mandate the adoption of the model policy except for any particular law enforcement agency which fails to timely create and provide to the commission a policy for the agency in conformance with the minimum standards set forth in this section.

(3) With respect to a motor vehicle stop, on and after January 1, 2002, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall record and retain the following information using the form developed and promulgated pursuant to section 20-505:

(a) The number of motor vehicle stops;

(b) The characteristics of race or ethnicity of the person stopped. The identification of such characteristics shall be based on the observation and perception of the law enforcement officer responsible for reporting the motor vehicle stop and the information shall not be required to be provided by the person stopped;

(c) If the stop is for a law violation, the nature of the alleged law violation that resulted in the motor vehicle stop;

(d) Whether a warning or citation was issued, an arrest made, or a search conducted as a result of the motor vehicle stop. Search does not include a search incident to arrest or an inventory search; and

(e) Any additional information that the Nebraska State Patrol, the county sheriffs, all city and village police departments, or any other law enforcement agency in this state, as the case may be, deems appropriate.

(4) The Nebraska Commission on Law Enforcement and Criminal Justice may develop a uniform system for receiving allegations of racial profiling. The Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall provide to the commission (a) a copy of each allegation of racial profiling received and (b) written notification of the review and disposition of such allegation. No information revealing the identity of the law enforcement officer involved in the stop shall be used, transmitted, or disclosed in violation of any collective-bargaining agreement provision or personnel rule under which such law enforcement officer is employed. No

information revealing the identity of the complainant shall be used, transmitted, or disclosed in the form alleging racial profiling.

(5) Any law enforcement officer who in good faith records information on a motor vehicle stop pursuant to this section shall not be held civilly liable for the act of recording such information unless the law enforcement officer's conduct was unreasonable or reckless or in some way contrary to law.

(6) On or before October 1, 2002, and annually thereafter, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and all other law enforcement agencies in this state shall provide to the Nebraska Commission on Law Enforcement and Criminal Justice, in such form as the commission prescribes, a summary report of the information recorded pursuant to subsection (3) of this section.

(7) The Nebraska Commission on Law Enforcement and Criminal Justice shall, within the limits of its existing appropriations, including any grant funds which the commission is awarded for such purpose, provide for an annual review and analysis of the prevalence and disposition of motor vehicle stops based on racial profiling and allegations of racial profiling involved in other detentions reported pursuant to this section. After the review and analysis, the commission may, when it deems warranted, inquire into and study individual law enforcement agency circumstances in which the raw data collected and analyzed raises at least some issue or appearance of possible racial profiling. The commission may make recommendations to any such law enforcement agency for the purpose of improving measures to prevent racial profiling or the appearance of racial profiling. The results of such review, analysis, inquiry, and study and any recommendations by the commission to any law enforcement agency shall be reported annually to the Governor and the Legislature. The report submitted to the Legislature shall be submitted electronically.

(8) Any law enforcement officer, prosecutor, defense attorney, or probation officer, unless restricted by privilege, who becomes aware of incidents of racial profiling by a law enforcement agency, shall report such incidents to the Nebraska Commission on Law Enforcement and Criminal Justice within thirty days after becoming aware of such practice.

Source: Laws 2001, LB 593, § 4; Laws 2004, LB 1162, § 2; Laws 2006, LB 1113, § 19; Laws 2010, LB746, § 1; Laws 2012, LB782, § 21; Laws 2013, LB99, § 3.

20-505. Forms authorized.

On or before January 1, 2002, the Nebraska Commission on Law Enforcement and Criminal Justice, the Superintendent of Law Enforcement and Public Safety, the Attorney General, and the State Court Administrator may adopt and promulgate (1) a form, in printed or electronic format, to be used by a law enforcement officer when making a motor vehicle stop to record personal identifying information about the operator of such motor vehicle, the location of the stop, the reason for the stop, and any other information that is required to be recorded pursuant to subsection (3) of section 20-504 and (2) a form, in printed or electronic format, to be used to report an allegation of racial profiling by a law enforcement officer.

Source: Laws 2001, LB 593, § 5; Laws 2013, LB99, § 4.

20-506. Racial Profiling Advisory Committee; created; members; duties.

(1) The Racial Profiling Advisory Committee is created.

(2)(a) The committee shall consist of:

(i) The executive director of the Nebraska Commission on Law Enforcement and Criminal Justice, who also shall be the chairperson of the committee;

(ii) The Superintendent of Law Enforcement and Public Safety or his or her designee;

(iii) The director of the Commission on Latino-Americans or his or her designee; and

(iv) The executive director of the Commission on Indian Affairs or his or her designee.

(b) The committee shall also consist of the following persons, each appointed by the Governor from a list of five names submitted to the Governor for each position:

(i) A representative of the Fraternal Order of Police;

(ii) A representative of the Nebraska County Sheriffs Association;

(iii) A representative of the Police Officers Association of Nebraska;

(iv) A representative of the American Civil Liberties Union of Nebraska;

(v) A representative of the AFL-CIO;

(vi) A representative of the Police Chiefs Association of Nebraska;

(vii) A representative of the Nebraska branches of the National Association for the Advancement of Colored People; and

(viii) A representative of the Nebraska State Bar Association appointed by the Governor from a list of attorneys submitted by the executive council of the Nebraska State Bar Association.

(3) The committee shall meet and organize within thirty days after the appointment of the members. The committee shall meet semiannually at a time and place to be fixed by the committee. Special meetings may be called by the chairperson or at the request of two or more members of the committee.

(4) The committee shall advise the commission and its executive director in the conduct of their duties regarding (a) the completeness and acceptability of written racial profiling prevention policies submitted by individual law enforcement agencies as required by subsection (1) of section 20-504, (b) the collection of data by law enforcement agencies, any needed additional data, and any needed additional analysis, investigation, or inquiry as to the data provided pursuant to subsection (3) of section 20-504, (c) the review, analysis, inquiry, study, and recommendations required pursuant to subsection (7) of section 20-504, including an analysis of the review, analysis, inquiry, study, and recommendations, and (d) policy recommendations with respect to the prevention of racial profiling and the need, if any, for enforcement by the Department of Justice of the prohibitions found in section 20-502.

Source: Laws 2004, LB 1162, § 5; Laws 2010, LB746, § 2; Laws 2013, LB99, § 5.

Attachment C

NEBRASKA

IMPAIRED DRIVING STRATEGIC PLAN

Presented by the

Nebraska Impaired Driving Task Force

June 2, 2023

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Executive Summary

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF),the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensivestrategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem and discusses potential new strategies. This Plan is provided tothe National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

About the Impaired Driving Task Force

The Nebraska Department of Transportation Highway Safety Office (NDOT-HSO) underthe authority of the designated Governor's Highway Safety Representative, established the Impaired Driving Task Force (IDTF). The Charter for the IDTF, which outlines the membership, duties, administration, and duration, is included in the Appendix.

The NDOT-HSO will manage the IDTF as a priority program. The strategies and targets developed by the IDTF will be tracked for progress along with all impaired driving projectsby the NDOT-HSO.

The IDTF was initially convened in April 2017 to discuss the impaired driving issues in theState, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy and non-profit groups whosemissions include addressing impaired driving. The membership and their affiliations are also included in the Appendix.

Mission

The mission of the Impaired Driving Strategic Plan is to reduce and prevent impaired driving fatalities and serious injury crashes.

Impaired Driving Strategic Plan Priorities

- Identify ways to improve programs aimed at education of population aboutdangers of impaired driving and aimed at prevention of impaired driving.
- Allocate resources (funding and staffing) in support of impaired drivingprograms.
- Promote effective policies and best practices.
- Review current laws, regulations, and enforcement (and driver licensing control).
- Review adjudication processes and make suggestions.
- Review current treatment/rehabilitation strategies and make suggestions.
- Regain and maintain over the long-term a low-range alcohol-impaired classification by continuing to reduce impaired driving fatalities.

Targets

- Reduce alcohol-impaired fatal, A and B crashes by 11.4 percent from 520 (2016-2020 rolling average) to 461, by December 31, 2024, and by 17.4 percent to 430 by December 31, 2026.
- To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 65 (5 year rolling average in 2016-2020) through December 31, 2024 and December 31, 2026.

Long Range Target

- Reduce alcohol-impaired driving fatality rate per 100 million VMT by 2 points from .31 (2016 - 2020 five year rolling average) to .29 by December 31, 2026.

*Targets are based on a 5-year average linear trend line.

Meeting Schedule

The proposed meeting schedule of the Task Force during 2023/2024 will be as follows:

FY2023:

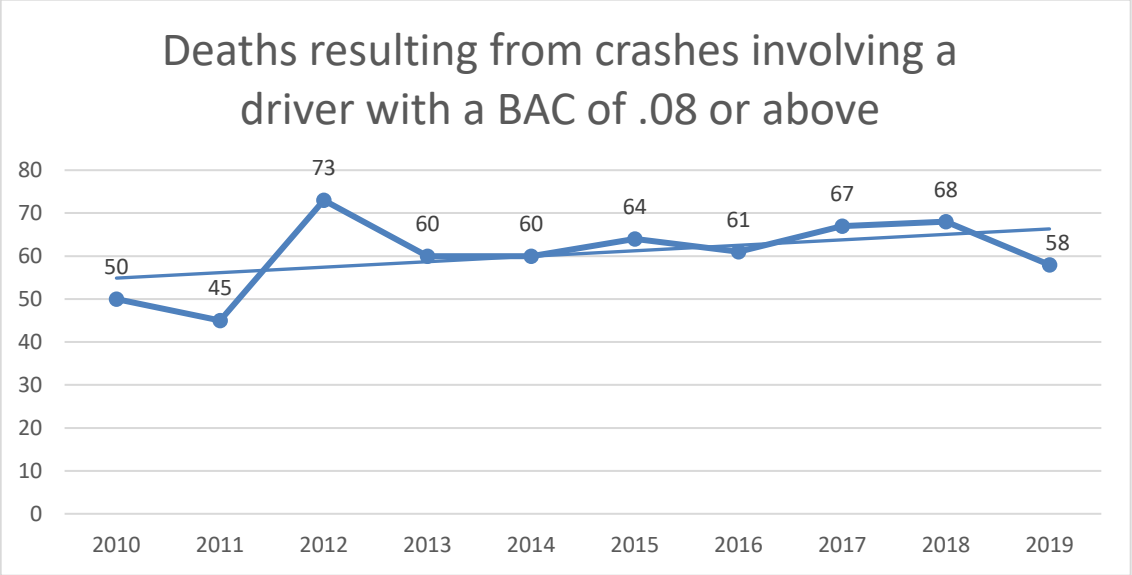
- November 15, 2022
- January 17, 2023
- May 23, 2023
- August 29, 2023

FY2024

- November 21, 2023
- February 13, 2024
- May 21, 2024
- August 20, 2024

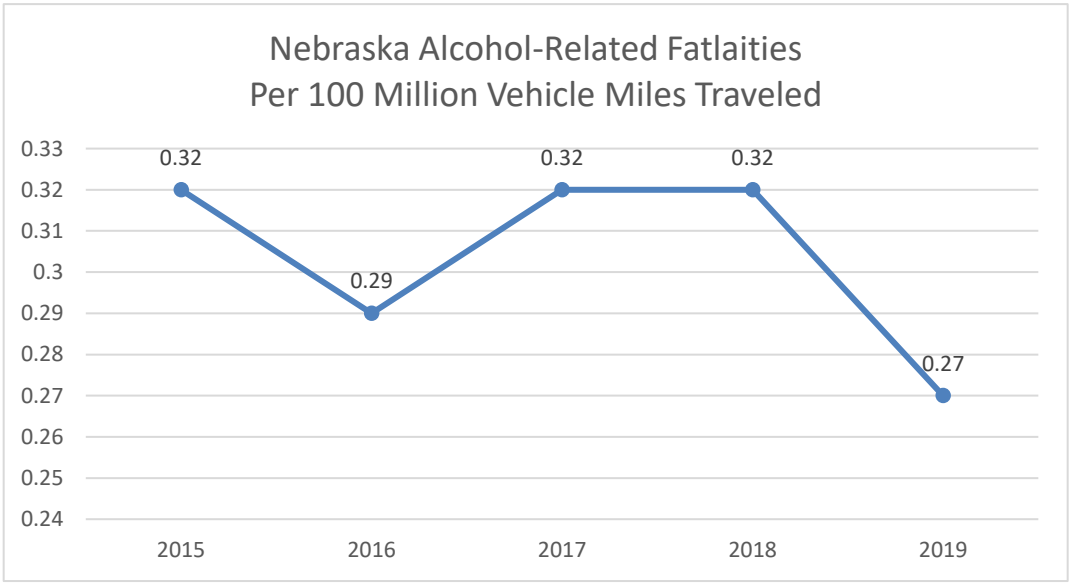
Program Data

Nebraska has made some progress during the last decade in reducing alcohol-impaired driving fatalities. During 2019, 58 persons were killed in crashes in Nebraska involving a driver with a BAC of .08 or above. Alcohol-impaired fatalities have fluctuated over that last decade, reaching a high of 73 in 2012 and a low of 45 in 2011. Each year approximately 26% of all traffic fatalities in Nebraska involve an alcohol-impaired driver.



Source: FARS 2010 – 2019

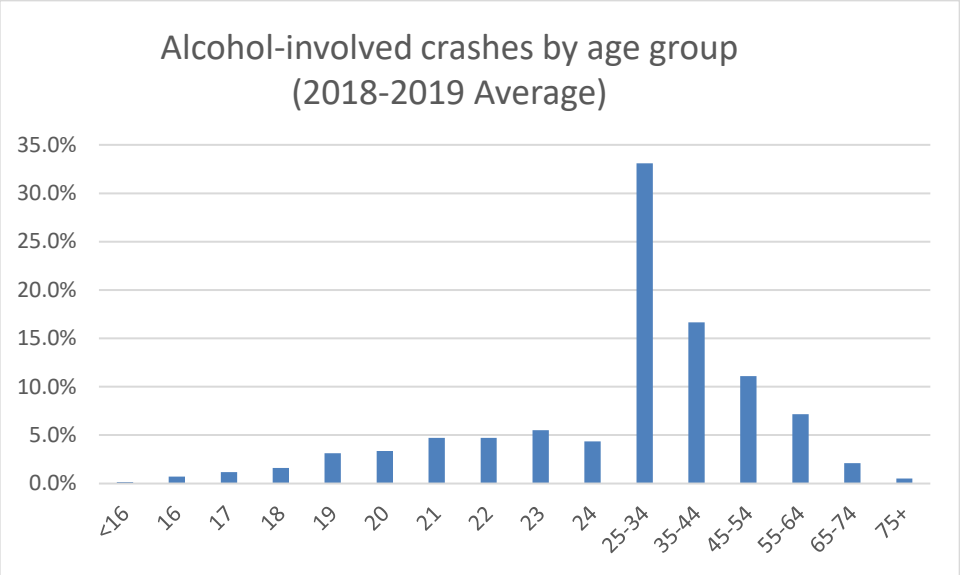
Even though the number of alcohol-impaired driving fatalities has remained steady in the past decade, there has been a decrease in fatalities per vehicle mile traveled (VMT) in 2019. In 2019, there were .27 alcohol-impaired driving fatalities per 100 million VMT, a decrease of 16% since 2015.



Source: NDOT Highway Safety Office, 7/2/2020

Alcohol is more often involved in fatal crashes, 58 out of 248 in 2019 (23.4%), than in all injury crashes at 657 out of 17,198 in 2019 (4%). Among drivers in all injury crashes in Nebraska during 2019, 637 of 21,862 had been drinking (3%).

Alcohol involvement in crashes varies substantially by the age of the driver. As shown below, alcohol involvement is highest in crashes among drivers between 24 – 34 years of age.



Source: NDOT - Standard Alcohol Crash Data 2019

The following table shows the 23 counties in Nebraska with the highest number of alcohol-impaired fatalities, A and B injuries during 2015 through 2019. These numbers coincide with the above information that the majority of the alcohol-impaired fatalities are in the urban areas. The IDTF will focus on these most at-risk counties for impaired driving fatalities and serious injuries.

NEBRASKA PRIORITY COUNTIES FOR FY2022
FAB Alcohol-Related Crash Rate

County	2015 FAB Crashes	2015 FAB Alcohol Crashes	2016 FAB Crashes	2016 FAB Alcohol Crashes	2017 FAB Crashes	2017 FAB Alcohol Crashes	2018 FAB Crashes	2018 FAB Alcohol Crashes	2019 FAB Crashes	2019 FAB Alcohol Crashes	Average FAB Crashes	Average Alcohol FAB Crashes	2019 VMT	FAB Crash Rate	Alcohol Crash Rate	2019 Population**
ADAMS	50	5	62	11	58	8	58	15	47	4	55	9	247.768	22.20	3.47	31,363
BOX BUTTE	22	2	28	6	27	4	17	0	24	3	24	3	98.033	24.07	3.06	10,783
BUFFALO	135	12	145	12	141	10	123	13	115	13	132	12	685.226	19.23	1.75	49,659
CASS	57	8	43	3	67	6	73	7	66	4	61	6	483.773	12.65	1.16	26,248
CEDAR	26	2	18	3	21	5	14	2	25	2	21	3	139.601	14.90	2.01	8,402
DAKOTA	31	5	37	2	38	8	33	3	23	6	32	5	207.917	15.58	2.31	20,026
DAWSON	64	5	73	7	65	14	44	5	44	3	58	7	485.643	11.94	1.40	23,595
DODGE	97	13	110	3	116	10	99	11	80	8	100	9	381.318	26.33	2.36	36,565
DOUGLAS	1473	174	1556	172	1523	171	1493	173	1163	168	1442	172	4674.873	30.84	3.67	571,327
GAGE	63	7	66	10	68	8	53	9	44	2	59	7	237.311	24.78	3.03	21,513
HALL	166	12	178	19	189	17	186	19	163	24	176	18	702.170	25.12	2.59	61,353
HAMILTON	24	1	34	2	22	0	26	5	25	1	26	2	317.916	8.24	0.57	9,324
LANCASTER	1030	91	1103	117	950	98	991	91	691	78	953	95	2590.252	36.79	3.67	319,090
LINCOLN	129	17	151	17	109	10	107	10	90	10	117	13	643.718	18.21	1.99	34,914
MADISON	84	11	78	5	90	7	91	6	56	7	80	7	314.084	25.41	2.29	494
OTOE	31	4	35	3	29	2	30	1	28	4	31	3	276.744	11.06	1.01	16,012
PLATTE	82	8	97	13	86	8	81	7	59	6	81	8	342.271	23.67	2.45	33,470
SARPY	335	39	377	28	334	24	387	41	247	20	336	30	1445.347	23.25	2.10	187,196
SAUNDERS	39	3	51	5	43	2	48	1	39	3	44	3	267.319	16.46	1.05	21,578
SCOTTS BLUFF	87	14	107	18	95	4	99	8	85	11	95	11	308.631	30.65	3.56	35,618
SEWARD	39	3	46	1	38	2	59	5	47	5	46	3	420.189	10.90	0.76	17,284
WASHINGTON	49	11	39	6	51	5	33	2	39	6	42	6	221.064	19.09	2.71	20,729
YORK	31	3	53	7	43	3	53	4	39	4	44	4	372.464	11.76	1.13	**13,679**
23 County Population	**4,144**	**450**	**4,487**	**470**	**4,203**	**426**	**4,198**	**438**	**3,239**	**392**	4054	435				**1,570,222**
Statewide	**4,948**	**567**	**5,297**	**579**	**5,011**	**553**	**4,928**	**529**	**3,883**	**470**	4813	540	21261.959	22.64	2.54	**1,934,408**
	83.8%	79.4%	84.7%	81.2%	83.9%	77.0%	85.2%	82.8%	83.4%	83.4%						

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*¸ one of the most important actions a state can take to reduce alcohol-impaired driving is conduct a thorough review of its DWI system. Alcohol-impaired driving laws evolve over time and are often extremely complex.Moreover, the various components of the DWI system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

The IDTF will review the *Countermeasures That Work* annually to ensure we are implementing the most important actions that will help reduce the impaired fatal, A and Binjury crashes in Nebraska. The task force will continue to update the IDSP annually to ensure the DWI system remains current and most effective.

Prevention and Education Plan

The Impaired Driving Task Force strongly believes that prevention and education is a critical component of an effective IDSP. The Prevention and Education subcommittee of the Task Force considered a number of strategies to reduce alcohol-impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of target individuals.

Law enforcement community outreach

Law enforcement agencies will conduct mock DUI tests with the use of the Fatal Vision Goggles at high school and college sporting events. These events aid in increasing awareness of the harmful effects of alcohol on a driver's ability to safely operate a vehicle. These events will be conducted by law enforcement agencies, with a special focus on the Priority Counties. The planned activity is often captured for social media outreach and education, reaching the young driver population.

Drugged Driving Summit

The NDOT-HSO, IDTF members and the highway safety advocates will host a Drugged Driving Summit to provide attendees (traffic safety professionals, attorneys, judges, elected officials, law enforcement, probation, and health professionals) with the current research, emerging trends in the field of DUI/DUIDenforcement, national drugged driving trends with a focus on Colorado (border state) and the prescription drug culture.

The objectives of the summit are:

- Raise the awareness of the growing involvement of drugs, in addition to and other than alcohol, in vehicle crashes that result in injuries and fatalities
- Understand what factors are contributing to the increase
- Recognize the effects of drugs and driving impairment
- Discuss the emerging trends and research
- Identify and propose solutions to the problem.

The NDOT-HSO plans to carry out a Drugged Driving Summit in 2021.

Nebraska Collegiate Prevention Alliance to Reduce High-Risk Drinking

Funding is provided to further the development of the Nebraska Collegiate Prevention Alliance (NECPA_ to Reduce High Risk Drinking. The funding will support initiatives that address; (1) the Nebraska Collegiate Prevention Alliance's continued work to provide technical support, to the 27 member institutions of higher education, for planning, developing, and implementing evidence based individual and environmental interventions to reduce high-risk drinking, drinking and driving and drunk driving, (2) expand the use and implementation of evidence based best practices, (3) skill building workshops for members and prevention specialists, and (4) receive continued data analysis support. NECPA has a web-based program with a customized brief intervention available to all participating colleges and universities in the state.

Nebraska Highway Safety Conference

The Nebraska Highway Safety Conference will be hosted by the Nebraska Interagency Safety Committee in 2022. The 2022 - 2027 Nebraska Strategic Highway Safety Plan will be presented and discussed. Several speakers will provide the latest information on traffic safety issues including impaired driving, occupant restraint use, young drivers, local roadway safety strategies, and the Naturalistic Driving Study results. The NDOT-HSO plans to continue to work with the Nebraska Interagency Safety Committee to host additional conferences in the future.

Project Extra Mile

The objective of this project is to prevent underage, drinking and driving and bingedrinking through environmental prevention strategies, ultimately addressing community policies, practices and norms. PEM provides information on the problems associated with underage drinking and evidence-based strategies for preventing the harms associated with it.

PEM monitors the administrative and regulatory process around liquor licensing toensure that the Nebraska Liquor Control Act is being utilized to protect the public health and safety of communities and families.

Enforcement/Deterrence Plan

The Plan is using evidence-based traffic safety enforcement strategies to address the problem areas described in the Background section – and to meet the state targets for 2021 and 2022 – NDOT-HSO, law enforcement, and other partners will focus on strategies that have been proven effective in reducing motor vehicle crashes, injuries, and fatalities.

The IDTF is committed to strong, high visibility enforcement of our State's laws, supported by an intensive public information and education media campaign. The FY2021 and FY2022 statewide enforcement plans include each of the elements described below.

High-Visibility Enforcements

Law enforcement agencies throughout the state, including the Nebraska State Patrol (NSP), perform high-visibility enforcement checkpoints during the mobilizations, major holidays, sporting events and popular community events across the state.

Enforcement of Underage Drinking Laws

Underage alcohol compliance check enforcement operations will be conducted throughout the state by local law enforcement agencies and the NSP to ensure that liquor license establishments do not sell or serve alcohol to minors.

Other planned activities include:

- Large underage party patrol, identification, and dispersal training,
- Source investigation,
- Retail liquor license training,
- Shoulder Taps,
- High Visibility enforcement.
- NDOT-HSO will provide funding to carry out annual training, or attend annual training, for underage drinking enforcement and prevention initiatives.

Binge Drinking Prevention Initiatives

In partnership with the Nebraska Department of Health and Human Services (DHHS), the NDOT-HSO has been periodically conducting a Nebraska Young Adult (ages 19 - 25) Alcohol Opinion Survey to determine alcohol consumption andimpaired driving behavior. This survey provides valuable data to be able to identifyproblem behavior, identify effective prevention strategies, and to measure the impact of countermeasures used.

Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor (TRSP) is available to assist city and county attorneys with prosecution of impaired driving and motor vehicle homicide cases. The assistance may range from providing technical assistance on pre-trialmotions, depositions, pre-trial evidentiary hearings, Daubert hearings or the TSRP may and has been the lead prosecutor for these types of cases. The TSRP acts as an advisor to law enforcement officers, provides training at the Nebraska Law Enforcement Training Center to all new recruits, works with law enforcement to promote a heightened awareness of victim-related issues and conducts regional training for Nebraska's County Attorneys. The TSRP maintains and updates the "Nebraska Manual for Driving Under the Influence Prosecution" which is providedto all Nebraska prosecutors. The NDOT – HSO provides funding for 100% of thepersonal services for the TSRP and additional funding for specific training opportunities.

Alcohol Equipment Support

NDOT-HSO provides funding to assist local law enforcement agencies in obtaining supplies (mouthpieces, dry gas, regulators, etc.) and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided for in-car cameras to assist law enforcement in obtaining the evidence necessary for impaired driving-related convictions.

Law Enforcement Training

The NDOT-HSO is dedicated to providing training to Nebraska law enforcement officers in detecting and apprehending impaired drivers on Nebraska roadways. To support and maximize the DUI law enforcement efforts all Nebraska law enforcement officers going through basic training in Nebraska are required to be trained in Standardized Field Sobriety Testing (SFST). The NDOT-HSO directly supports all SFST training conducted at the Nebraska Law Enforcement Training Center (NLETC) and sponsors SFST Instructor Development Courses when necessary. Annually, approximately 150 law enforcement officers receive SFST training at NLETC. SFST training is also provided through the Nebraska State Patrol, Lincoln Police Department and the Omaha Police Department independent training academies. The SFST training is critical to optimize the removal of impaired drivers from Nebraska roadways.

In addition to the SFST training, the NDOT-HSO coordinates the Drug Evaluation and Classification Program (DECP). NDOT-HSO's DECP offers an advanced training for law enforcement officers to become Drug Recognition Experts (DRE). In many instances, drivers are pulled over for driving infractions that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver. Drugged driving is prevalent and underreported.

The NDOT-HSO also provides Advanced Roadside Impaired Driving Enforcement(ARIDE) training. The ARIDE training provides experienced DWI officers with additional training to detect drug impaired drivers and contact a DRE for a DRE evaluation to be conducted.

Alcohol Selective Overtime

The NDOT-HSO will make direct contact with law enforcement agencies in the counties overrepresented in alcohol impaired fatal and serious injury crashes andidentified in Nebraska's Performance-Based Strategic Traffic Safety Plan as a priority county. All officers working grant funded alcohol selective overtime enforcement must be certified in Standardized Field Sobriety Testing (SFST). These law enforcement agencies will be solicited to participate in selective alcoholovertime enforcement efforts during the time of day, day of week and locations asidentified by crash data. Due to the good working relationship between the NDOT-HSO and state and local law enforcement, participation in the selective overtime enforcement activities is effective. In addition, these same agencies will be solicited to participate in selective alcohol overtime enforcement during the following time frames known for high alcohol usage: Super Bowl Sunday, St. Patrick's Day, Independence Day and Halloween. Nebraska's youth alcohol- related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peek enforcement efforts will focus on highalcohol usages time frames, which will include graduation, proms, homecoming, and Cinco De Mayo.

Statewide selective alcohol overtime enforcement will be conducted during the national events for the "Winter Holiday Impaired Driving Crackdown Mobilization" December 18, 2021 – January 1, 2022 and "Drive Sober or Get Pulled Over Mobilization" August 19 – September 5, 2022. All selective alcohol overtime enforcement efforts will be required to conduct a pre- and post- media event or activity to follow the best practices examples of advising the community of their upcoming

activities, conducting the enforcement activity and then reporting the results of the enforcement activity. During all of the selective alcohol overtime enforcement efforts a combination of sobriety checkpoints, saturation patrols and enforcement zones will be utilized.

It is anticipated that an estimated 20,000+ additional overtime enforcement hourswill be generated from the above outlined enforcement efforts.

Laws

The Nebraska IDTF is committed to strong, high visibility enforcement of our State's laws. The statewide enforcement plan includes enforcing the following Nebraska State Statutesto the fullest extent:

- 60-498.01 to 60-498.04 - Administrative License Revocation
- 60-6,196 - Driving under influence of alcoholic liquor or drug; penalties.
- 60-6,196.01 - Driving under influence of alcoholic liquor or drug; additional penalty.
- 60-6,197 - Driving under influence of alcoholic liquor or drugs; implied consentto submit to chemical test; when test administered; refusal; advisement; effect;violation; penalty.
- 60-6,197.01 - Driving while license has been revoked; driving under influence of alcoholic liquor or drug; second and subsequent violations; restrictions on motor vehicles; additional restrictions authorized.
- 60-6,197.02 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; terms, defined; prior convictions; use; sentencing provisions; when applicable.
- 60-6,197.03 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; penalties.
- 60-6,197.04 - Driving under influence of alcoholic liquor or drugs; preliminary breath test; refusal; penalty.
- 60-6,197.05 - Driving under influence of alcoholic liquor or drugs; implied consent to chemical test; revocation; effect.
- 60-6,197.06 - Operating motor vehicle during revocation period; penalties.
- 60-6,197.07 - Driving under influence of alcoholic liquor or drugs; impliedconsent to submit to chemical test; city or village ordinances; authorized.
- 60-6,197.08 - Driving under influence of alcoholic liquor or drugs; presentenceevaluation.
- 60-6,197.09 - Driving under influence of alcoholic liquor or drugs; not eligiblefor probation or suspended sentence.
- 60-6,197.10 - Driving under influence of alcohol or drugs; public educationcampaign; Department of Motor Vehicles; duties.
- 60-6,198 - Driving under influence of alcoholic liquor or drugs; serious bodilyinjury; violation; penalty.
- 60-6,199 - Driving under influence of alcoholic liquor or drugs; test; additionaltest; refusal to permit; effect; results of test; available upon request.
- 60-6,200 - Driving under influence of alcoholic liquor or drugs; chemical test;consent of person incapable of refusal not withdrawn.
- 60-6,201 - Driving under influence of alcoholic liquor or drugs; chemical test;violation of statute or ordinance; results; competent evidence; permit; fee.

- 60-6,202 - Driving under influence of alcoholic liquor or drugs; blood test;withdrawing requirements; damages; liability; when.
- 60-6,203 - Driving under influence of alcoholic liquor or drug; violation of city orvillage ordinance; fee for test; court costs.
- 60-6,204 - Driving under influence of alcoholic liquor or drugs; test withoutpreliminary breath test; when; qualified personnel.
- 60-6,210 - Blood sample; results of chemical test; admissible in criminalprosecution; disclosure required.
- 60-6,211 - Lifetime revocation of motor vehicle operator's license; reduction;procedure.
- 60-6,211.01 - Person under twenty-one years of age; prohibited acts.
- 60-6,211.02 - Implied consent to submit to chemical test; when test administered; refusal; penalty.
- 60-6,211.05 - Ignition interlock device; continuous alcohol monitoring device and abstention from alcohol use; orders authorized; prohibited acts; violation; penalty; costs; Department of Motor Vehicles Ignition Interlock Fund; created; use; investment; prohibited acts relating to tampering with device; hearing.
- 60-6,211.08 - Open alcoholic beverage container; consumption of alcoholic beverages; prohibited acts; applicability of section to certain passengers of limousine or bus.
- 60-6,211.11 - Prohibited acts related to ignition interlock device; violation; penalty
- 60-498.01 – 24/7 Sobriety Program
- 53-101 - 53-103 Liquor Control Act allowing ready-to-drink cocktails.

The above referenced laws include, but are not limited to, driving while impaired laws for drugs and alcohol, .08 BAC “per se” laws, driving with high BAC (.15 BAC or greater) with enhanced sanctions, zero tolerance for underage drivers (.02 BAC or greater), increased sanctions for repeat offenders and open container laws.

Adjudication Plan

The State is dedicated to the continued prosecution of impaired drivers. This section discusses Nebraska’s efforts in the adjudication and sanctioning of DWI offenders.

Mothers Against Drunk Driving (MADD)

The Nebraska MADD organization conducts a court monitoring program that focuses on impaired driving issues across the state. The project will educate andtrain local volunteers to collect data, provide written documentation and observe courtroom activity. This will provide judicial accountability and an avenue to enhance relationships between law enforcement, prosecutors, communitycoalitions and community members.

MADD Nebraska supports impaired driving victims and survivors at no cost. VictimAdvocates reach out and respond to those impacted and are available to those dealing with aftermath of an impaired driving crash.

Felony Motor Vehicle Prosecution Unit

Douglas County represented approximately 31.53 percent (1,465 of 4,646) of all alcohol-related fatal, A and B injury crashes in 2019. Alcohol continues to play a significant factor in driving offenses in Douglas County. The NDOT-HSO provides funding to the Douglas County Attorney's Office to carry out the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The FMVPU maintains a 97 percent conviction rate (three-year average 2017-2019). The FMVPU also provides ongoing training to law enforcement, meets with non-profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

Administrative License Revocation

The Nebraska Department of Motor Vehicles (DMV) administers the Administrative License Revocation (ALR) program. After receipt of a sworn report from law enforcement following an arrest for DUI, the DMV revokes an operator's licenses and/or operating privileges of the arrested individual. Drivers are revoked for either 180 days for a first offense -OR- for one year for any subsequent offense or if the driver refuses the chemical test.

Nebraska law allows offenders to obtain an Ignition Interlock Permit (IIP) during the ALR. The permit requires the offender to install an approved ignition interlock device on their vehicle in order to operate the vehicle. The ignition interlock device will not allow operation of the vehicle if alcohol is detected. The IIP is not valid for the operation of a commercial motor vehicle.

The DMV also provides training to law enforcement at the Nebraska Law Enforcement Training Center (NLETC) on the administration of the ALR program.

DWI Court

Lancaster County DUI court
Lancaster County DUI Court targets individuals charged with felony third or fourth offense DUI or third or fourth offense refusal of chemical test who are in the criminal justice system as a result of their substance dependency and in need of a highly structured, intensively supervised program to address their substance dependency and become substance-free, law-abiding and responsible citizens.

Scottsbluff County has a DWI court within Nebraska which targets DWI offenders with a post adjudicatory alcohol intensive supervision treatment programfor eligible offenders. The purpose of the program is to reduce offender recidivism by fostering a comprehensive and coordinated court response composed of earlyintervention, appropriate treatment, intensive supervision, and consistent judicial oversight.
The IDTF will also be working with all jurisdictions in Nebraska to launch additional DWI courts.

Judicial Education/Training

The NDOT-HSO annually makes funding available to the state Court Administrator's Office for judicial education opportunities related to impaired driving through the judicial educator.

Post-Conviction and Treatment Plan

Nebraska is aware of the problems of substance abuse and its relationship to impaired driving and is dedicated to the development and implementation of treatment and rehabilitation programs to address the problems.

24/7 Sobriety Program

Grant funding was provided to support a sobriety community-based pilot program to reduce the number of DUI arrests in Douglas County. This program increases the accountability on the part of the participants through the use of immediate sanctions as a condition of a bond and twice daily Blood Alcohol Content (BAC) tests. The Douglas County Department of Corrections monitors and reports participants' compliance for abstention from use of alcohol for those participants who are approved to participate in accordance with court orders.

Douglas County is the highest population of any of the 93 counties in Nebraska at 517,110 residents. In 2019, there were 1,465 fatal, A and B (FAB) crashes in Douglas County or 31.53% of the total FAB crashes for the State.

The IDTF will be keeping informed of the new 24/7 bill that is expected to pass in 2021 and work with any counties that would like to start a new 24/7 program.

Media and Outreach Plan

The IDTF will follow the NDOT-HSO media plan that has been proven effective in the past. IDTF will utilize the FY24 Communication Campaign for this program area and the planned activities include, *Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over, You Drink and Drive. You Lose and If you feel different you drive different*. These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state. The target audience will be the high-risk group, primarily males ages 18-34.

A strong focus on prevention and enforcement messaging will be utilized by IDTF. The IDTF will work with NDOT-HSO and utilize sports marketing opportunities (baseball, football, basketball and hockey) to carryout messaging and promotion in target communities and statewide. Through partnerships developed with the IDTF, the NDOT-HSO will work with grantees, traffic safety partners, and IDTF members to carryout alcohol specific messaging in their news notes, new letters and social media platforms to increase education and awareness regarding DUI/DUID related stories, trends and research. IDTF,through NDOT-HSO, will provide mini-grant funding to partners (MADD, SADD, law enforcement, local health districts, and DHHS, Injury Prevention) to reduce the incidence of alcohol-related motor vehicle crashes in target counties.

Additional resources, for the IDTF, for social media outreach include Drive Smart Nebraska online DUI/DUID toolkits, the local health districts, private and public partners,and concerned community members.

In addition to all grantees, local agencies, and organizations, the NDOT-HSO will continue to utilize the Governor's Office, DHHS, DMV, NSP and other State agencies to assist withkick-off promotional

efforts to draw attention to the national and Nebraska traffic safety mobilizations/initiatives.

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

By reputation, the NDOT-HSO is and will continue to be the primary traffic safety news media resource for the state. The NDOT-HSO is recognized as the best source for impaired driving-related data, information, and to be able to direct media representativesto other additional sources.

Budget

The Highway Safety Office will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant) and Section 405[d] (Impaired DrivingCountermeasure Grant), State, and other local funding sources.

Plan Approval

The Impaired Driving Task Force met on May 25, 2021 to discuss impaired driving issuesin the State and to develop this Plan. The membership subsequently approved the final version of the Plan on June 2, 2021.

Nebraska's Impaired Driving Task Force Charter

Section 1: The Nebraska's Impaired Driving Task Force (NIDTF) was established March 30, 2017, under the authority the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR) and direction of the Nebraska Department of Roads Highway Safety Office (NDOR –HSO).

Section 2: The NIDTF has been established as an ad hoc group of key multidisciplinary highway safety enforcement, business, health care, media, education, adjudication, and other highway safety advocates.

Section 3: The NIDTF will approve, monitor, and evaluate the progress of an Impaired Driving Strategic Plan (IDSP). The IDSP contains specific annual and long term goals and objectives. The NIDTF will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in impaired driving prevention.

Section 4: The NDOR-HSO Administrator has been designated by the GR as the official NIDTF Coordinator. The NDOR-HSO Administrator will assign an impaired driving project manager to plan, organize, and facilitate the NIDTF meetings. The NIDTF activity will be funded by the NDOR-HSO.

Section 5: NIDTF key stakeholder representatives are from the Nebraska Departments of: Roads; Health & Human Services; and Motor Vehicles, plus the Court Administrator, the State Patrol, the Crime Commission, Prosecution and Adjudication. Other key members include representatives from local law enforcement agencies, the Attorney General's Office, and Nebraska institutions of higher education.

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

Section 7: The NIDTF will hold meetings at least four times annually. Meetings will include reports of: prevention programs, law enforcement, criminal justice, publicity and communication, current program evaluation and strategic planning activity.

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

6/9/17
Date

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BOSR
Bureau of Sociological Research

Nebraska Seat Belt Use 2023 Data Collection Report

Prepared: September 2023

The contents of this report conform to our highest standards for data collection and reporting. If you should have any questions or concerns regarding the information reported within, please contact us.

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Introduction

In an effort to achieve greater consistency and comparability in statewide seat belt use reporting, the National Highway Traffic Safety Administration (NHTSA) issued new requirements in 2011 for observing and reporting future seat belt use. The requirements include the involvement of a qualified statistician in the sampling of specific road segments to be observed and in the data weighting process. A variety of specified operational details are also required. Each state prepares a plan that is approved by NHTSA and collects seat belt use data annually based on their approved plan. Every five years, the sample of road segments must be redrawn based upon updated information and approved by NHTSA.

In 2023, the Bureau of Sociological Research (BOSR) at the University of Nebraska - Lincoln was contracted to collect seat belt use observations and provide statistical weighting for this year's data collection. The 2023 data collection was the fifth year BOSR conducted the data collection, and the third administration where BOSR processed, weighted, and reported the data as well.

Primary contacts at each organization are listed below.
Bill Kovarik, Highway Safety Administrator, Nebraska Department of Transportation (NDOT)
Dr. Kristen Olson, Director, BOSR, University of Nebraska - Lincoln
Kim Meiergerd, Senior Project Manager, BOSR, University of Nebraska - Lincoln

This report describes the data collection process for obtaining 2023 Nebraska seat belt use data as stipulated by the approved study design. It also includes tables with overall results showing seat belt use in Nebraska.

Sample Design

The Nebraska Seat Belt sample uses a two-stage, probability proportionate to size (PPS) design beginning with county selection and then road segment selection within the sampled counties. A new sample of road segments for use was drawn in 2022 and will be used from 2022 through 2026 when collecting seat belt use observations.

The Fatality Analysis Reporting System (FARS) data averages from 2015 to 2019 were used for crash-related fatality rates for each of Nebraska's 93 counties. Forty-one counties made up 85% of the passenger vehicle crash-related fatalities according to the data. Five additional counties had the same percentage of crash-related fatalities (1.2%) as the final county included in the 85%. As a result, all six counties with 1.2% of crash-related fatalities were eligible for selection leading to 46 counties being eligible for selection.

The 2020 Average Vehicle Miles (AVM) traveled for each county (PSU) were provided by NDOT to serve as the measure of size (MOS) at the county level. The total AVM for the 46 counties eligible for selection is 17,847.05 million. Given the sample size calculations indicated, 12 counties reached the desired standard error, the zone size for county selection is as follows:

$$Zone\ Size = \frac{Total\ MOS}{n} = \frac{17{,}847.05}{12} = 1{,}487.25$$

The cumulative AVM amounts were calculated across the eligible counties. One county was selected within each cumulative AVM of 1,487.25. Douglas County (AVM=4,134.39) and Lancaster County (AVM=2,590.25) were selected with certainty given each has higher AVM than the selection zone and 2.78 and 1.74 probabilities of selection respectively. Because the sample design allows for replacement, each county was sampled more than once. Douglas County was selected three times and Lancaster County twice. The remaining seven counties sampled were only selected once given that each had an AVM of less than the zone size, and thus a probability of selection less than one. As a result, nine counties were sampled.

A list of Nebraska road segments (SSU) was obtained from the United States Department of Transportation using TIGER data. These data are classified using the MAF/TIGER Feature Class Code (MTFCC) into Primary roads, Secondary roads, and Local roads. The length for each road segment is also included serving as the measure of size for sampling. In line with the Uniform Criteria, rural local segments, cul-de-sac, military instillation, and unnamed or private road segments were excluded. Douglas and Lancaster Counties were the only two urban counties sampled. As a result, only these two counties had local road segments sampled. Antelope, Madison, Platte, and Richardson Counties only had secondary road segments to sample after local road segments were excluded.

Road segments were stratified within county by road type. Road segments were then sampled with a proportionate stratified design. As a result, the number of road segments selected by road type for each county was proportionate to that road type's percentage of the overall size for that county. In 2022, a total of 72 road segments were sampled. Six road segments were selected for each PSU using the same process as the county selection with zone sizes. Because Douglas and Lancaster Counties were sampled more than once, each had 18 and 12 road segments sampled respectively. Two alternate sites were also selected for each county for each road type sampled.

Preparation

BOSR prepared materials, recruited and trained personnel, and scheduled data collection for the 2023 administration. The same 72 sampled road segments used in 2022 were again used in 2023.

Site Verification

The Nebraska Seat Belt Survey Plan uses a sample of 72 road segments or sites spread across nine counties. Douglas County (Omaha) has 18 sampled segments while Lancaster (Lincoln) has 12. The remaining seven counties each have six sampled road segments. One site was unable to be observed in 2023 due to a permanent road closure.

Materials Preparation

BOSR prepared maps for data collectors and provided them with the necessary field equipment, including safety vests, signs, stopwatches, tally counters, vehicle lights, and tablets. Data collection forms were accessed electronically through an offline Qualtrics app. Data collection schedules were prepared for each site and administrative procedures were documented.

Notification

Prior to BOSR carrying out their data collection, the Highway Safety Office Administrator notified city and county law enforcement agencies and the state patrol to ensure that appropriate officials in each site area would be aware of the project's purpose and dates and times of planned data collection. The administrator worked with the traffic engineering department to secure a letter for data collectors to present to law enforcement if questioned during the data collection period. NDOT worked with local divisions to ensure personnel were notified.

Data Collection Staff Training

BOSR employed seven primary data collectors and one secondary data collector in 2023. Primary data collectors were responsible for between 24 and 29 sites each. The secondary data collector was assigned 12 sites. Quality Control functions were carried out by one BOSR staff member.

BOSR conducted a single-day project training which was held in-person on May 31, 2023 (see the agenda in Figure 1). The training session covered data collection protocols including: how to find the observation sites; choosing an observation location; how to properly collect data; defining seat belt "use," "nonuse," and "use unknown"; what to do if data cannot be collected at a site due to road construction, weather, or other circumstances; the appropriate management and submission of collected data; and roadside safety. Field exercises were also included as a part of the training.

Responsibilities of Quality Control (QC) monitors were also reviewed at the training. QC duties include conducting unannounced site visits to a minimum of two sites for each data collector (10% of the total sites) and reviewing the data collector's field protocol. The QC Monitor met with the data collectors in the field to answer questions and to offer assistance as needed.

Figure 1. Seat Belt Data Collector Training Agenda

May 31, 2023

- Seat Belt Survey Overview
  - Study Design
  - NHTSA Requirements
  - Data Collection Requirements
  - Definitions of Terms
- Data Collection Procedures
  - Assignments & Rescheduling
  - Low/High Volume Roadways
  - Locating Assigned Sites
  - Site Assignment Sheets & Maps
  - Data Collection & Observation Forms
  - Recording Observations
  - Recording Alternate Site Information
  - Traffic Counts
- Safety Training
  - Signage and Visibility
  - Roadway Safety
- Quality Control and QC Monitoring
- Field Practice
  - Practice Observations
  - Road Work Sign Setup

Data collectors were instructed as to the use of their provided materials. Data collectors were instructed to wear their bright, yellow safety vests during data collection, for instance, and to use their car's flashing lights and a light to place on top of their vehicles as needed for safety. They were also instructed in the use of their tally counters. They were instructed to use personal phones and stop watches for timekeeping. Data collectors were provided with and instructed in the use of "Survey Crew Ahead" signs for high-speed areas and sites that did not have adequate sidewalk or pedestrian space.

Observation Protocols and Procedures

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, were eligible for observation. Using the provided tablets and Qualtrics offline data collection app, data collectors completed two forms in the field, the observation site form and the observation count form. These forms are shown in Appendices A and B. The observation site form documented descriptive information about each site. Data collectors recorded information including observation date, site location and number, alternative site data, traffic directions and lanes available and observed, start and end times for observations, and weather conditions. They were also encouraged to include notes on best parking locations, best observation locations, and any other unique situations or issues that arose.

The observation count form was used to mark seat belt use, non-use, and unknown use for drivers and right front passengers. Using the observation count form, seat belt use observations were made of all passenger vehicle drivers and right front seat occupants in the selected lane(s). The only right front seat occupants excluded from the

study were child passengers traveling in child seats with harness straps. If there was no passenger in the right front seat of an observed vehicle, that information was also noted on the observation count form. Data Collectors recorded belt use for the driver and right front seat passenger using the definitions shown in Figure 2 below. These definitions were provided in the federal regulations for this study.

Figure 2. Seat Belt Use Categories

Code	Label	Definition
Y	Yes, belted	The shoulder belt is in front of the person's shoulder.
N	No, unbelted	The shoulder belt is not in front of the person's shoulder.
U	Unknown	It cannot reasonably be determined whether the driver or right front passenger is belted.
NP	No passenger	There is no right front passenger present.

Scheduling

In general, two data collectors were assigned six sites in one county per workday. Based on anticipated traffic volume, some sites were assigned four data collectors and some sites were assigned one data collector. Observations were to start at the assigned times, as much as possible, and to continue for exactly 45 minutes. The site order for each day were flipped compared to the 2022 observation schedule in order to observe the same sites at different times per day.

Observations

The direction of travel was randomly assigned, though data collectors were allowed to observe the other direction as safety concerns or windshield glare dictated. Deviations from the randomly assigned direction were noted on the observation site form. Data collectors were allowed to observe as many lanes and directions of traffic as they were able to successfully observe. Lower volume roadways, such as county roads and streets, were observed from a field drive or other location where data collectors could safely move their vehicles from the roadway.

Whenever possible, observations for high-volume, limited access roadways were made from an overpass. Observing from an overpass allowed for comparatively easy viewing of seat belt use of both the driver and the passenger. Gravel road overpasses were preferred because of the low traffic volume, reducing safety hazards to the data collector. In some instances, observing from an overpass required moving the observation point from the specific road segment by a couple of miles. Due to the limited exit and entrance to these roadways, there were no significant changes to the observed vehicles between the assigned road segment and the observation point.

If a low volume overpass was not available, data collectors were allowed to observe traffic at an exit ramp or rest stop. In these cases, because the exit ramp/rest stop samples only a portion of the traffic passing on the main highway, an additional traffic volume count was required in order to adjust for reduced traffic. Only one rest stop/exit ramp was used in 2023. The data collectors completed a 45-minute observation period at an exit ramp. This traffic count information was recorded on the observation site form and was used to adjust the seat belt usage observation data.

In 2023, due to unanticipated issues with the Qualtrics offline data collection app, 18 sites needed to be revisited to gather usable observations. There were also 15 sites in 2023 deemed to have a much higher unbelted rate compared to observations at other sites and observations at the same sites in 2022. These sites were revisited to gather new observations and the original, problematic observations were removed from the 2023 dataset. Due to high nonresponse rates, two sites were revisited in 2023 to gather additional observations. Data collectors also revisited any sites with zero useable observations. In 2023, one site had zero useable observations. Useable observations were made on the second

attempt. As a result, the road segment was not removed for 2023.

Alternate Sites

If unexpected construction or difficulty in locating a useable, safe place to observe required the data collector to deviate further than 2 miles (or more than one block within a city) from the selected road segment, the data collector was instructed to call the office for further guidance. If an alternate site was deemed necessary, data collectors noted the location as an alternate site on the observation site form. For the 2023 data collection, one alternate site was needed due to a permanent road closure.

Rescheduling

If an assigned road segment was temporarily unavailable due to a traffic crash or inclement weather, data collection was to be rescheduled to a subsequent week on the same day and at the same time. In 2023, no sites were rescheduled due to inclement weather.

Data Processing and Cleaning

Since the observation count forms were entered directly into a computerized instrument by the data collectors, they required no additional data entry or data processing steps. The data were exported from Qualtrics into a Statistical Package for the Social Sciences (SPSS) system file. The data were then stored on a secure server located within the Sociology Department at UNL. BOSR first removed any observations that were made in error. BOSR also removed sites with no useable observations. The next step in data cleaning was to review frequency distributions for each of the variables in the survey and check for out-of-range values on all survey items. BOSR then checked general site information (e.g., county name, site number, date, time, etc.) for accuracy. The final step was to evaluate whether each vehicle had a driver observation and either a passenger observation or the code No Passenger (NP) recorded. When a vehicle had a passenger observation recorded and no driver observation recorded, the driver observation was recoded to unknown. Sites deemed to have a much higher unbelted rate compared to observations at other sites and observations at the same sites in 2022 were removed and the sites were revisited to gather new observations.

The dataset was imported into SAS for further processing and analysis. For the belted rate, unknown and no passenger observations were excluded from the belted and unbelted values. The unknown/nonresponse rate was calculated based only on driver observations and confirmed passenger observations (excluding the no passenger observations). The belted rate is calculated as a proportion. No imputation was conducted. Weighted estimates and standard errors were calculated using the SAS proc surveyfreq command. This command allows for the two-stage design to be taken into account using appropriate stratum, cluster and weight variables.

Data Weights

A probability of selection weight was calculated for each sampled road segment. First, the probability of selection was calculated for each county. The inverse of the probability then served as the county weight. The same steps were taken for each road segment. The two weights were multiplied to account for both stages of selection.

One adjustment was made to the initial sampling weight. First, weights for Site 506 were inflated to 8336.35to account for observations taking place on an exit ramp (with a traffic count of 100 vehicles observed in 4 minutes and 36 seconds). All other weights are original sampling weights. All analyses account for the complex survey design, including the design effect due to weighting, clustering and stratification. The design effect for the overall belted rate is 40.66.

Limitations

Observations were conducted during daytime hours (i.e., sunrise to sunset) within a two-week period during the month of June with follow-up observations during August and September and may exclude those that did not drive or ride in a vehicle during this time. Vehicles weighing 10,000 pounds or more and passengers that are not in the right front seat are excluded from this study. Vehicles that belong to out-of-state residents are included in this study. Seat belt usage observations may vary across individual data collectors and can be affected by weather conditions, vehicle type, and observation location. Sites in the same county were assigned to be visited on the same day to help reduce data collector travel costs; as such, county estimates reflect only one day of the week. Similarly, estimates for some days of the week reflect observations collected from sites from one county.

Questions

Any questions regarding this report or the data collected can be directed to the Bureau of Sociological Research at the University of Nebraska-Lincoln by calling (402) 472-3672 or by sending an e-mail to bosr@unl.edu.

Results

Data collection for 2023 occurred from Monday, June 5 through Friday, September 22, 2023. The 2023 seat belt use data collection resulted in the observation of **11,856 passenger vehicles**, with a right front seat passenger in 2,963 of those vehicles, for a total of **14,819 potential observations** of belt use. Of these **14,819** potential observations, there were 8,977 drivers and 2,283 right front passengers who were observed to be wearing seat belts (11,260 total seat belt users). Seat belts were not worn by 2,256 drivers and 517 right front passengers (2,773 total unbelted). Data collectors were unable to observe the seat belt use of 623 drivers and 163 passengers (786 total unknown use).

The **unknown use, or "nonresponse rate," is .053 or 5.3%.** This is well within the range allowed by federal regulations, which require the nonresponse rate to be below 10%.

Federal regulations require a minimum of 7,500 observations, and the 2023 total of **11,856** passenger vehicles with **14,819** observed occupants exceeds the minimum requirement.

Quality control checks were completed with each of the data collectors to ensure compliance with project protocols. All data collectors were observed at two or more sites. In total, quality control checks were conducted at 13.9% of the sites (10 out of 72), exceeding the federal regulation that a minimum of 5% of sites be subjected to such checks.

The 2023 data were weighted based on the two-stage, stratified sample design of the 2022-2026 sample. Standard errors were calculated using the SAS proc surveyfreq command in order to take the sample design into account. These analyses were conducted by Dr. Kristen Olson, the Director of BOSR at the University of Nebraska – Lincoln.

Based upon the weighted data, **Nebraska's overall seat belt use rate for 2023 is 77.3%**, with an **estimated standard error of .023 or 2.3%.** This meets NHTSA's requirement that the standard error should be less than .025.

Tables and Appendices

Table 1 shows statewide weighted Nebraska Safety Belt Use, excluding unknown cases, for 2023.

Table 2 lists the 72 observation sites with selected characteristics and the number of belted drivers and right front passengers for each site. These data are unweighted.

Tables 3 and 4 show the seat belt use of drivers and passengers by county. Table 3 contains the number or count of each category of belt use by drivers, passengers, and total for each sampled county. Table 4 contains two types of unweighted percentages of belt use for drivers, passengers, and combined total for each county. The "% of Total Belted" is the percent of the total number of persons (both drivers and passengers) who were belted. The "% of Known Belted" removes the persons with unknown belt use from the base number, so it becomes the percent of persons with known seat belt status who were belted. Note that these percentages are unweighted, and the statewide seat belt use percentage is slightly different than the weighted seat belt use percentage required by federal regulations for reporting.

Tables 5 and 6 show the seat belt use of drivers and passengers by road type. Table 5 contains the number in each category and Table 6 contains unweighted percentages. Federal regulations required the new survey plan to classify road types as primary (including interstates), secondary, and local.

Table 7 contains seat belt use of drivers and passengers by day of the week. The percentages included in the table are unweighted.

Table 8 contains seat belt use of drivers and passengers by time of day for the start of data collection. The percentages included in the table are unweighted.

Table 9 contains sample weights for each observation site as well as seat belt use for drivers and passengers (number or count). This information is used for Part B reporting purposes.

Appendix A. Observation Site Form
Appendix B. Observation Count Form
Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items

Table 1. 2023 Nebraska Safety Belt Use, weighted and excluding "unknown" cases

Sample Division	N	2023 Belted Estimate (S.E. in Parentheses)	95% CI Lower	95% CI Upper
Total Sample	14033	77.3% (2.3%)	72.8%	81.8%
Drivers	11233	77.1% (2.1%)	72.8%	81.3%
Passengers	2800	78.5% (3.1%)	72.4%	84.6%

Table 2. 2023 Seat Belt Usage

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
101	Antelope	523rd Ave	Secondary	Sunday	4:35 PM	60	35	29	19
102	Antelope	US Hwy 275	Secondary	Sunday	3:35 PM	140	78	62	34
103	Antelope	US Hwy 275	Secondary	Sunday	2:40 PM	100	59	38	23
104	Antelope	Miles St	Secondary	Sunday	1:40 PM	120	54	42	19
105	Antelope	State Hwy 14	Secondary	Sunday	11:35 AM	60	38	34	25
106	Antelope	US Hwy 20	Secondary	Sunday	10:30 AM	80	54	38	25
201	Cheyenne	I-80	Primary	Thursday	2:05 PM	240	192	112	98
202	Cheyenne	I-80	Primary	Thursday	12:55 PM	200	169	95	72
203	Cheyenne	US Hwy 30	Secondary	Thursday	11:05 AM	60	38	17	11
204	Cheyenne	US Hwy 30	Secondary	Thursday	10:07 AM	80	43	20	13
205	Cheyenne	NE Hwy 19	Secondary	Thursday	9:10 AM	20	14	7	6
206	Cheyenne	I-80	Primary	Thursday	7:55 AM	160	122	71	61
301	Dakota	I-129	Primary	Tuesday	4:20 PM	620	506	171	144
302	Dakota	US Hwy 73	Secondary	Tuesday	3:10 PM	219	130	46	31
303	Dakota	State Hwy 35	Secondary	Tuesday	2:15 PM	40	22	10	5
304	Dakota	State Hwy 35	Secondary	Tuesday	1:20 PM	60	43	24	16
305	Dakota	US Hwy 20	Secondary	Tuesday	11:44 AM	100	79	28	21
306	Dakota	State Hwy 35	Secondary	Tuesday	10:45 AM	80	47	18	11
401	Dodge	Lincoln Hwy	Secondary	Wednesday	3:05 PM	77	50	8	4
402	Dodge	US Hwy 275	Secondary	Wednesday	1:45 PM	142	90	17	7
403	Dodge	E Howard St	Secondary	Wednesday	12:18 PM	59	33	16	7
404	Dodge	N Broad St	Secondary	Wednesday	11:15 AM	179	133	31	25
405	Dodge	E 23rd St	Secondary	Wednesday	10:13 AM	25	19	3	3
406	Dodge	Lincoln Hwy	Primary	Wednesday	8:45 AM	233	161	30	16
501	Douglas	I-80	Primary	Tuesday	4:25 PM	1559	1352	339	297
502	Douglas	I-680	Primary	Tuesday	3:10 PM	1316	1072	239	210

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
503	Douglas	State Hwy 36	Secondary	Tuesday	1:55 PM	99	73	29	25
504	Douglas	L St	Secondary	Tuesday	12:30 PM	400	319	67	51
505	Douglas	L St	Secondary	Tuesday	11:25 AM	479	368	117	90
506	Douglas	I-480 (exit ramp)	Primary	Tuesday	10:05 AM	220	185	66	58
507	Douglas	Blondo Pkwy	Local	Thursday	4:30 PM	120	100	18	11
508	Douglas	Spencer St	Local	Thursday	3:15 PM	20	14	3	1
509	Douglas	S 93rd St	Local	Thursday	2:10 PM	15	8	0	0
510	Douglas	S 99th Ave	Local	Thursday	12:25 PM	21	15	1	0
511	Douglas	S 38th Ave	Local	Thursday	11:20 AM	16	8	3	1
512	Douglas	S 37th St	Local	Thursday	10:30 AM	220	172	34	21
513	Douglas	Harrison St	Local	Wednesday	3:35 PM	10	4	3	1
514	Douglas	Brentwood Rd	Local	Wednesday	2:00 PM	21	8	5	0
515	Douglas	N 70th Ave	Local	Wednesday	12:55 PM	15	7	5	1
516	Douglas	N 60th St	Local	Wednesday	11:25 AM	180	130	36	26
517	Douglas	Jones St	Local	Wednesday	10:05 AM	5	2	0	0
518	Douglas	S 68th Plz	Local	Wednesday	9:05 AM	8	6	0	0
601	Lancaster	I-80	Primary	Monday	2:03 PM	640	501	136	106
602	Lancaster	N 15th St	Local	Monday	12:15 PM	31	14	8	0
603	Lancaster	Cornhusker Hwy	Secondary	Monday	10:48 AM	180	137	32	27
604	Lancaster	I-80	Primary	Monday	9:45 AM	1016	816	343	295
605	Lancaster	NW 12th St	Local	Monday	8:35 AM	2	0	0	0
606	Lancaster	State Hwy 79	Secondary	Monday	7:15 AM	140	123	16	11
607	Lancaster	Newton St	Local	Monday	1:40 PM	8	4	0	0
608	Lancaster	Old Cheney Rd	Local	Monday	12:30 PM	160	129	29	24
609	Lancaster	Sutherland St	Local	Monday	10:35 AM	14	7	2	2
610	Lancaster	W Fresh Water Ln	Local	Monday	9:20 AM	1	1	1	1
611	Lancaster	Manatt St	Local	Monday	8:05 AM	9	5	0	0
612	Lancaster	Air Park Rd	Secondary	Monday	6:55 AM	39	35	2	1
701	Madison	553rd Ave	Secondary	Friday	5:15 PM	205	132	60	40
702	Madison	553rd Ave	Secondary	Friday	4:12 PM	181	113	45	25
703	Madison	US Hwy 81	Secondary	Friday	3:23 PM	188	110	43	26
704	Madison	State Hwy 32	Secondary	Friday	2:25 PM	37	24	9	4

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
705	Madison	US Hwy 275	Secondary	Friday	12:28 PM	233	140	55	34
706	Madison	US Hwy 275	Secondary	Friday	11:19 AM	116	75	7	0
801	Platte	13th St	Secondary	Saturday	1:45 PM	60	39	18	15
802	Platte	S 9th St	Secondary	Saturday	12:35 PM	120	95	56	49
803	Platte	US Hwy 30	Secondary	Saturday	10:55 AM	120	92	52	48
804	Platte	US Hwy 30	Secondary	Saturday	10:00 AM	140	103	36	30
805	Platte	State Hwy 22	Secondary	Saturday	8:55 AM	120	81	38	28
806	Platte	US Hwy 81	Secondary	Saturday	7:49 AM	80	60	14	12
901	Richardson	630 Ave	Secondary	Friday	3:35 PM	4	0	0	0
902	Richardson	712 Rd	Secondary	Friday	2:15 PM	25	21	6	4
903	Richardson	State Hwy 8	Secondary	Friday	1:15 PM	24	15	4	3
904	Richardson	706 Rd	Secondary	Friday	11:30 AM	26	15	5	1
905	Richardson	US Hwy 75	Secondary	Friday	10:23 AM	34	28	10	7
906	Richardson	State Hwy 8	Secondary	Friday	9:30 AM	25	10	4	1
					Total	**11856**	**8977**	**2963**	**2283**

Table 3. 2023 Driver and Passenger Seat Belt Use by County (n)

	Drivers				Right Front Passengers				Total			
County	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**
Antelope	560	318	228	14	243	145	92	6	803	463	320	20
Cheyenne	760	578	156	26	322	261	52	9	1082	839	208	35
Dakota	1119	827	274	18	297	228	67	2	1416	1055	341	20
Dodge	715	486	108	121	105	62	12	31	820	548	120	152
Douglas	4724	3843	725	156	965	793	139	33	5689	4636	864	189
Lancaster	2240	1772	386	82	569	467	79	23	2809	2239	465	105
Madison	960	594	184	182	219	129	44	46	1179	723	228	228
Platte	640	470	168	2	214	182	30	2	854	652	198	4
Richardson	138	89	27	22	29	16	2	11	167	105	29	33
Total	**11856**	**8977**	**2256**	**623**	**2963**	**2283**	**517**	**163**	**14819**	**11260**	**2773**	**786**

Table 4. 2023 Driver and Passenger Seat Belt Use by County (unweighted percentages)

	Drivers		Right Front Passengers		Total	
County	**% of Total Belted**	**% of Known Belted**	**% of Total Belted**	**% of Known Belted**	**% of Total Belted**	**% of Known Belted**
Antelope	56.8%	58.2%	59.7%	61.2%	57.7%	59.1%
Cheyenne	76.1%	78.7%	81.1%	83.4%	77.5%	80.1%
Dakota	73.9%	75.1%	76.8%	77.3%	74.5%	75.6%
Dodge	68.0%	81.8%	59.0%	83.8%	66.8%	82.0%
Douglas	81.4%	84.1%	82.2%	85.1%	81.5%	84.3%
Lancaster	79.1%	82.1%	82.1%	85.5%	79.7%	82.8%
Madison	61.9%	76.3%	58.9%	74.6%	61.3%	76.0%
Platte	73.4%	73.7%	85.0%	85.8%	76.3%	76.7%
Richardson	64.5%	76.7%	55.2%	88.9%	62.9%	78.4%
Total	75.7%	79.9%	77.1%	81.5%	76.0%	80.2%

Table 5. 2023 Seat Belt Use by Road Type (n)

	Drivers				Right Front Passengers				Total			
Road Type	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**
Local	915	669	156	90	150	90	33	27	1065	759	189	117
Primary	6204	5076	933	195	1602	1357	207	38	7806	6433	1140	233
Secondary	4737	3232	1167	338	1211	836	277	98	5948	4068	1444	436
Total	**11856**	**8977**	**2256**	**623**	**2963**	**2283**	**517**	**163**	**14819**	**11260**	**2773**	**786**

Table 6. 2023 Seat Belt Use by Road Type (unweighted percentages)

	Drivers		Right Front Passengers		Total	
Road Type	**% of Total Belted**	**% of Known Belted**	**% of Total Belted**	**% of Known Belted**	**% of Total Belted**	**% of Known Belted**
Local	73.1%	81.1%	60.0%	73.2%	71.3%	80.1%
Primary	81.8%	84.5%	84.7%	86.8%	82.4%	84.9%
Secondary	68.2%	73.5%	69.0%	75.1%	68.4%	73.8%
Total	75.7%	79.9%	77.1%	81.5%	76.0%	80.2%

Table 7. 2023 Driver and Passenger Seat Belt Use by Day of Week (n & unweighted %)

	Drivers Belted	Total Drivers	Passengers Belted	Total Passengers	% Drivers Belted	% Passengers Belted
Sunday	318	560	145	243	56.8%	59.7%
Monday	1771	2239	466	568	79.1%	82.0%
Tuesday	4197	5193	960	1155	80.8%	83.1%
Wednesday	643	954	90	154	67.4%	58.4%
Thursday	895	1172	295	381	76.4%	77.4%
Friday	683	1098	145	248	62.2%	58.5%
Saturday	470	640	182	214	73.4%	85.0%
Total	8977	11856	2283	2963	75.7%	77.1%

Table 8. 2023 Driver and Passenger Seat Belt Use by Time of Day (n & unweighted %)

	Drivers Belted	Total Drivers	Passengers Belted	Total Passengers	% Drivers Belted	% Passengers Belted
6AM to 659AM	35	39	1	2	89.7%	50.0%
7AM to 759AM	305	380	84	101	80.3%	83.2%
8AM to 859AM	247	364	44	68	67.9%	64.7%
9AM to 959AM	847	1070	303	355	79.2%	85.4%
10AM to 1059AM	889	1198	245	311	74.2%	78.8%
11AM to 1159AM	884	1216	200	278	72.7%	71.9%
12PM to 1259PM	921	1239	238	332	74.3%	71.7%
1PM to 159PM	318	513	85	134	62.0%	63.4%
2PM to 259PM	835	1118	240	316	74.7%	75.9%
3PM to 359PM	1458	1974	307	404	73.9%	76.0%
4PM to 459PM	2106	2540	496	602	82.9%	82.4%
5PM to 559PM	132	205	40	60	64.4%	66.7%
Total	8977	11856	2283	2963	75.7%	77.1%

Table 9. 2023 Sample Weights and Seat Belt Use by Observation Site: Part B Reporting Data (n)

Site ID	Road Type	Site Type	Date Observed	Sample Weight*	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
101	Secondary	Original	6/11/2023	990.17	60	29	54	35	0
102	Secondary	Original	6/11/2023	760.38	140	62	112	85	5
103	Secondary	Original	6/11/2023	364.12	100	38	82	50	6
104	Secondary	Original	6/11/2023	3166.54	120	42	73	84	5
105	Secondary	Original	6/11/2023	265.67	60	34	63	30	1
106	Secondary	Original	6/11/2023	491.45	80	38	79	36	3
201	Primary	Original	6/15/2023	750.99	240	112	290	46	16
202	Primary	Original	6/15/2023	63.57	200	95	241	45	9
203	Secondary	Original	6/15/2023	4401.87	60	17	49	27	1
204	Secondary	Original	6/15/2023	877.35	80	20	56	41	3
205	Secondary	Original	6/15/2023	8456.29	20	7	20	6	1
206	Primary	Original	6/15/2023	183.29	160	71	183	43	5
301	Primary	Original	6/13/2023	203.21	620	171	650	131	10
302	Secondary	Original	6/13/2023	255.8	219	46	161	97	7
303	Secondary	Original	6/13/2023	469.1	40	10	27	23	0
304	Secondary	Original	6/13/2023	397.92	60	24	59	24	1
305	Secondary	Original	6/13/2023	520.27	100	28	100	26	2
306	Secondary	Original	6/13/2023	191.8	80	18	58	40	0
401	Secondary	Original	9/13/2023	218.33	77	8	54	14	17
402	Secondary	Original	9/13/2023	367.15	142	17	97	11	51
403	Secondary	Original	8/16/2023 and 9/13/2023	1104.37	59	16	40	11	24
404	Secondary	Original	9/13/2023	2222.71	179	31	158	35	17
405	Secondary	Original	9/13/2023	843.94	25	3	22	5	1
406	Primary	Original	9/13/2023	147.85	233	30	177	44	42
501	Primary	Original	6/13/2023	102.28	1559	339	1649	203	46
502	Primary	Original	6/13/2023	61.51	1316	239	1282	216	57
503	Secondary	Original	6/13/2023	55.91	99	29	98	29	1
504	Secondary	Original	6/13/2023	4619.92	400	67	370	93	4
505	Secondary	Original	6/13/2023	101.95	479	117	458	131	7
506	Primary (exit ramp)*	Original	6/13/2023	8336.35	220	66	243	42	1
507	Local	Original	6/8/2023	852.02	120	18	111	24	3
508	Local	Original	8/17/2023	1006.37	20	3	15	5	3
509	Local	Original	8/17/2023	671.92	15	0	8	0	7
510	Local	Original	8/17/2023	900.28	21	1	15	0	7
511	Local	Original	8/17/2023	423.51	16	3	9	4	6
512	Local	Original	6/8/2023	1877.96	220	34	193	54	7
513	Local	Original	8/23/2023	615.91	10	3	5	0	8
514	Local	Original	8/23/2023	1459.9	21	5	8	3	15

Site ID	Road Type	Site Type	Date Observed	Sample Weight*	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
515	Local	Original	8/23/2023	1356.25	15	5	8	3	9
516	Local	Original	6/7/2023	3209.44	180	36	156	56	4
517	Local	Original	8/23/2023	2076.2	5	0	2	1	2
518	Local	Original	8/23/2023	411.47	8	0	6	0	2
601	Primary	Original	6/5/2023	541.95	640	136	607	139	30
602	Local	Original	8/21/2023	4224.41	31	8	14	4	21
603	Secondary	Original	6/5/2023	163.45	180	32	164	43	5
604	Primary	Original	6/5/2023	21.97	1016	343	1111	231	17
605	Local	Original	8/21/2023 and 9/11/2023	548.7	2	0	0	0	2
606	Secondary	Original	6/5/2023	75.32	140	16	134	13	9
607	Local	Original	8/28/2023	2906.51	8	0	4	2	2
608	Local	Original	6/12/2023	402.72	160	29	153	27	9
609	Local	Original	8/28/2023	6627.79	14	2	9	1	6
610	Local	Original	8/28/2023	1000.45	1	1	2	0	0
611	Local	Alternate	8/28/2023	3196.53	9	0	5	1	3
612	Secondary	Original	6/12/2023	3100.82	39	2	36	4	1
701	Secondary	Original	9/15/2023	208.46	205	60	172	37	56
702	Secondary	Original	9/15/2023	211.7	181	45	138	44	44
703	Secondary	Original	9/15/2023	311.72	188	43	136	41	54
704	Secondary	Original	9/15/2023	1089.15	37	9	28	6	12
705	Secondary	Original	9/15/2023	649.56	233	55	174	74	40
706	Secondary	Original	9/15/2023	298.17	116	7	75	26	22
801	Secondary	Original	6/10/2023	1603.39	60	18	54	23	1
802	Secondary	Original	6/10/2023	469.05	120	56	144	32	0
803	Secondary	Original	6/10/2023	344.1	120	52	140	32	0
804	Secondary	Original	6/10/2023	588.69	140	36	133	42	1
805	Secondary	Original	6/10/2023	4615.82	120	38	109	47	2
806	Secondary	Original	6/10/2023	199.11	80	14	72	22	0
901	Secondary	Original	8/11/2023	2466.18	4	0	0	4	0
902	Secondary	Original	9/22/2023	580.55	25	6	25	2	4
903	Secondary	Original	9/22/2023	1489.93	24	4	18	9	1
904	Secondary	Original	9/22/2023	1299.34	26	5	16	9	6
905	Secondary	Original	9/22/2023	331.77	34	10	35	4	5
906	Secondary	Original	8/11/2023 and 9/22/2023	717.69	25	4	11	1	17
				Total	**11856**	**2963**	**11260**	**2773**	**786**
								Standard Error of Statewide Belt Use Rate	**0.023**
								Nonresponse Rate for the Survey Variable Seat Belt Use	**5.30%**

*Weights for Site 506 inflated to 8336.35 to account for traffic count (100 vehicles observed in 4 minute and 36 seconds).

Appendix A. Observation Site Form 2023

Data Collector Name

Date

→

County

Road Name

County Site #

← →

Observation Start Time

Observation Stop Time

←

→

Traffic Flow Direction(s) Observed

- [ ] North
- [ ] South
- [ ] East
- [ ] West

Total Number of Lanes in Direction(s) Observed

Total Number of Lanes Observed in Direction(s) Observed

← →

Weather Condition(s)

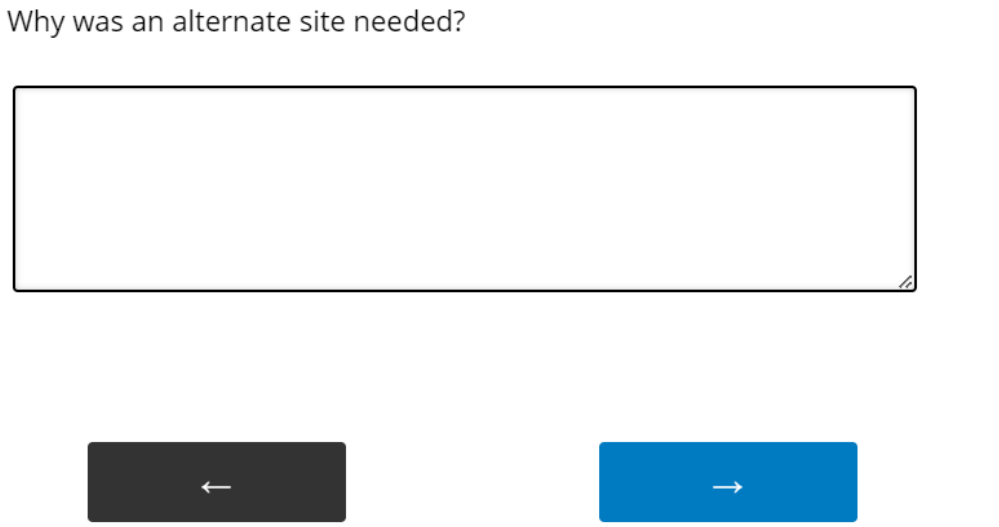
- [ ] Clear
- [ ] Cloudy/PC
- [ ] Light Fog
- [ ] Light Rain

Is this an alternate site (not including a recommended observation point)?

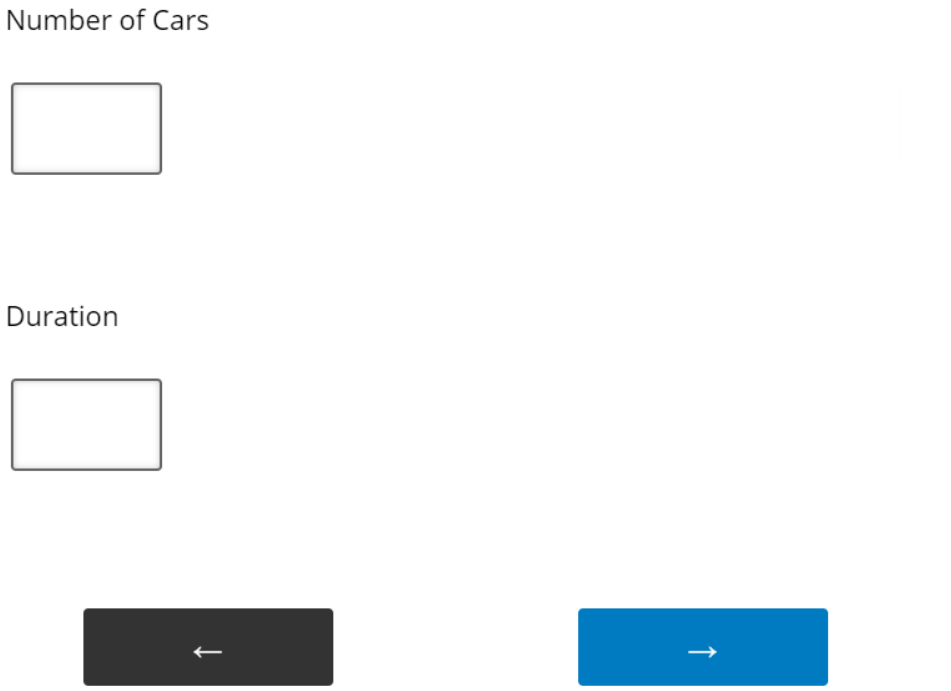
- ( ) Yes
- ( ) No

← →

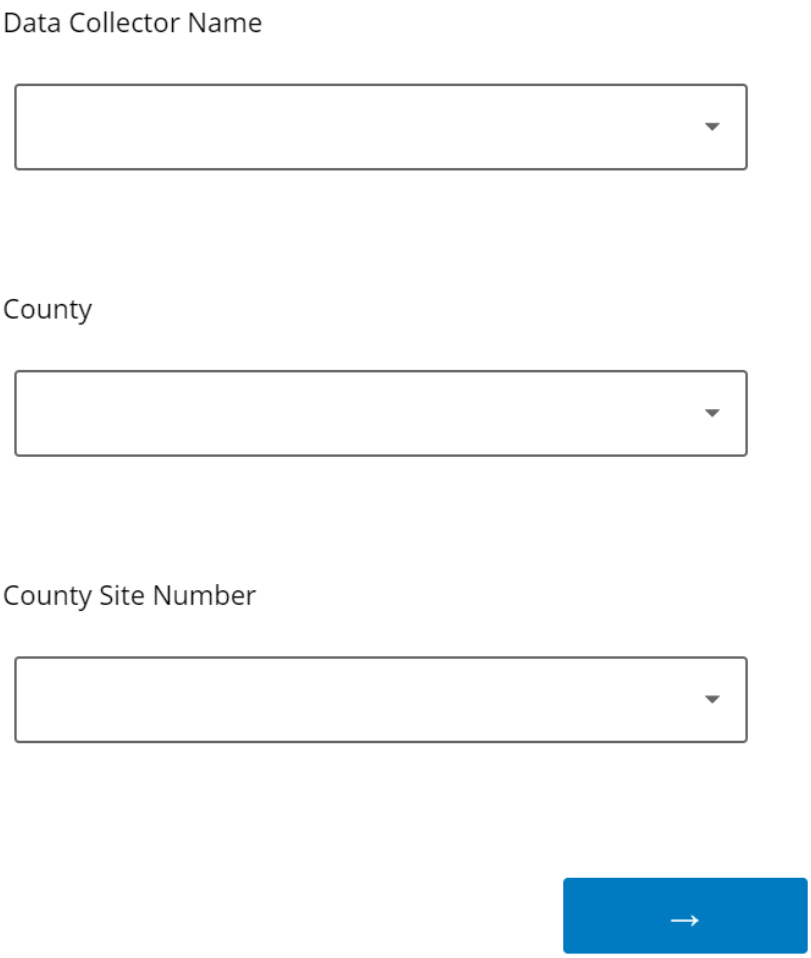
If “Yes” is selected for “Is this an alternate site?”.



If “Yes” is selected for “Is a traffic count required?”.



Appendix B. Observation Count Form 2023



The following block of questions for Vehicle 1 through Vehicle 80 repeats five times.

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 1	○	○	○	○	○	○	○
Vehicle 2	○	○	○	○	○	○	○
Vehicle 3	○	○	○	○	○	○	○
Vehicle 4	○	○	○	○	○	○	○
Vehicle 5	○	○	○	○	○	○	○
Vehicle 6	○	○	○	○	○	○	○
Vehicle 7	○	○	○	○	○	○	○
Vehicle 8	○	○	○	○	○	○	○
Vehicle 9	○	○	○	○	○	○	○
Vehicle 10	○	○	○	○	○	○	○
Vehicle 11	○	○	○	○	○	○	○
Vehicle 12	○	○	○	○	○	○	○
Vehicle 13	○	○	○	○	○	○	○
Vehicle 14	○	○	○	○	○	○	○
Vehicle 15	○	○	○	○	○	○	○
Vehicle 16	○	○	○	○	○	○	○
Vehicle 17	○	○	○	○	○	○	○
Vehicle 18	○	○	○	○	○	○	○
Vehicle 19	○	○	○	○	○	○	○
Vehicle 20	○	○	○	○	○	○	○

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 21	○	○	○	○	○	○	○
Vehicle 22	○	○	○	○	○	○	○
Vehicle 23	○	○	○	○	○	○	○
Vehicle 24	○	○	○	○	○	○	○
Vehicle 25	○	○	○	○	○	○	○
Vehicle 26	○	○	○	○	○	○	○
Vehicle 27	○	○	○	○	○	○	○
Vehicle 28	○	○	○	○	○	○	○
Vehicle 29	○	○	○	○	○	○	○
Vehicle 30	○	○	○	○	○	○	○
Vehicle 31	○	○	○	○	○	○	○
Vehicle 32	○	○	○	○	○	○	○
Vehicle 33	○	○	○	○	○	○	○
Vehicle 34	○	○	○	○	○	○	○
Vehicle 35	○	○	○	○	○	○	○
Vehicle 36	○	○	○	○	○	○	○
Vehicle 37	○	○	○	○	○	○	○
Vehicle 38	○	○	○	○	○	○	○
Vehicle 39	○	○	○	○	○	○	○
Vehicle 40	○	○	○	○	○	○	○

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 41	○	○	○	○	○	○	○
Vehicle 42	○	○	○	○	○	○	○
Vehicle 43	○	○	○	○	○	○	○
Vehicle 44	○	○	○	○	○	○	○
Vehicle 45	○	○	○	○	○	○	○
Vehicle 46	○	○	○	○	○	○	○
Vehicle 47	○	○	○	○	○	○	○
Vehicle 48	○	○	○	○	○	○	○
Vehicle 49	○	○	○	○	○	○	○
Vehicle 50	○	○	○	○	○	○	○
Vehicle 51	○	○	○	○	○	○	○
Vehicle 52	○	○	○	○	○	○	○
Vehicle 53	○	○	○	○	○	○	○
Vehicle 54	○	○	○	○	○	○	○
Vehicle 55	○	○	○	○	○	○	○
Vehicle 56	○	○	○	○	○	○	○
Vehicle 57	○	○	○	○	○	○	○
Vehicle 58	○	○	○	○	○	○	○
Vehicle 59	○	○	○	○	○	○	○
Vehicle 60	○	○	○	○	○	○	○

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 61	○	○	○	○	○	○	○
Vehicle 62	○	○	○	○	○	○	○
Vehicle 63	○	○	○	○	○	○	○
Vehicle 64	○	○	○	○	○	○	○
Vehicle 65	○	○	○	○	○	○	○
Vehicle 66	○	○	○	○	○	○	○
Vehicle 67	○	○	○	○	○	○	○
Vehicle 68	○	○	○	○	○	○	○
Vehicle 69	○	○	○	○	○	○	○
Vehicle 70	○	○	○	○	○	○	○
Vehicle 71	○	○	○	○	○	○	○
Vehicle 72	○	○	○	○	○	○	○
Vehicle 73	○	○	○	○	○	○	○
Vehicle 74	○	○	○	○	○	○	○
Vehicle 75	○	○	○	○	○	○	○
Vehicle 76	○	○	○	○	○	○	○
Vehicle 77	○	○	○	○	○	○	○
Vehicle 78	○	○	○	○	○	○	○
Vehicle 79	○	○	○	○	○	○	○
Vehicle 80	○	○	○	○	○	○	○

Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items

1. Describe the data collection strategies employed (e.g. surveys, focus groups, content analyses).

   Observation Protocols and Procedures

2. Name the sponsor of the research and the party(ies) who conducted it. If the original source of funding is different than the sponsor, this source will also be disclosed.

   Introduction

3. The exact wording and presentation of any measurement tool from which results are reported as well as any preceding contextual information that might reasonably be expected to influence responses to the reported results and instructions to respondents or interviewers should be included.

   Appendix A & B

4. A definition of the population under study, including location, age, other social or demographic characteristics (e.g., persons who access the internet), time (e.g., immigrants entering the US between 2015 and 2019).

   Observation Protocols and Procedures

5. Dates of data collection.

   Results

6. Explicitly state whether the sample comes from a frame selected using a probability-based methodology (meaning selecting potential participants with a known non-zero probability from a known frame) or if the sample was selected using non-probability methods (potential participants from opt-in, volunteer, or other sources).

   Sample Design

7. Probability-based sample specification should include a description of the sampling frame(s), list(s), or method(s). If a frame, list, or panel is used, the description should include the name of the supplier of the sample or list and nature of the list (e.g., registered voters in the state of Texas in 2018, pre-recruited panel or pool). If a frame, list, or panel is used, the description should include the coverage of the population, including describing any segment of the target population that is not covered by the design.

   Sample Design

8. Provide a clear indication of the method(s) by which participants were contacted, selected, recruited, intercepted, or otherwise contacted or encountered, along with any eligibility requirements and/or oversampling. Describe any use of quotas.

   Observation Protocols and Procedures

9. Provide details of any strategies used to help gain cooperation (e.g., advance contact, letters and scripts, compensation or incentives, refusal conversion contacts) whether for participation in a survey, group, panel, or for participation in a particular research project. Describe any compensation/incentives provided to research subjects and the method of delivery (debit card, gift card, cash).

   Not applicable

10. A description of all mode(s) used to contact participants or collect data or information (e.g., CATI, CAPI, ACASI, IVR, mail survey, web survey) and the language(s) offered or included.

    Observation Protocols and Procedures

11. Sample sizes (by sampling frame if more than one was used) and (if applicable) a discussion of the precision of the results. Provide sample sizes for each mode of data collection (for surveys include sample sizes for each frame, list, or panel used). For probability samples, report estimates of sampling error (often described as “the margin of error”), and discuss whether or not the reported sampling error or statistical analyses have been adjusted for the design effect due to weighting, clustering, or other factors. Reports of non-probability sample

surveys will only provide measures of precision if they are defined and accompanied by a detailed description of how the underlying model was specified, its assumptions validated, and the measure(s) calculated.

Sample Design and Results

12. A description of how the weights were calculated, including the variables used and the sources of weighting parameters, if weighted estimates are reported.

Data Weights

13. Describe validity checks, where applicable, including but not limited to whether the researcher added attention checks, logic checks, or excluded respondents who straight-lined or completed the survey under a certain time constraint, any screening of content for evidence that it originated from bots or fabricated profiles, re-contacts to confirm that the interview occurred or to verify respondent's identity or both, and measures to prevent respondents from completing the survey more than once. Any data imputation or other data exclusions or replacement will also be discussed.

Data Collection Staff Training and Data Processing and Cleaning

14. Contact for obtaining more information about the study.

Questions

15. A general statement acknowledging the limitations of the design and data collection.

Limitations

Part A - State Seat Belt Use Survey Reporting Form

State: Nebraska
Calendar Year of Survey: 2023
Statewide Seat Belt Use Rate: 77.3 %

I hereby certify that:

- Vicki Kramer has been designated by the Governor as the State's Highway Safety Representative (GR), and if applicable the GR has delegated the authority to sign certification in writing to William J. Kovarik, the Coordinator of the State Highway Safety Office.
- The reported Statewide seat belt use rate is based on a survey design approved by NHTSA, in writing, as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.
- The survey design has remained unchanged since the survey was approved by NHTSA.
- Dr. Kristen Olson, a qualified survey statistician, has reviewed the seat belt use rate reported above and information reported in Part B and has determined that they meet the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340.

Signature

10/19/2023

Date

William J. Kovarik

Printed name of signing official