

NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN

Saving Lives!



October 1, 2014 – September 30, 2015



Nebraska Office of Highway Safety
P.O. Box 94612, Lincoln NE 68509
www.transportation.nebraska.gov/nohs

STATE OF NEBRASKA

"Performance-Based" Strategic Traffic Safety Plan

**October 1, 2014
through
September 30, 2015**

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INTRODUCTION

Mission Statement

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

Executive Summary

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

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

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

The NOHS is an active and integral partner in the development of the Nebraska Strategic Highway Safety Plan (NSHSP). The NOHS Administrator serves in an advisory capacity to the Nebraska State Patrol's Motor Carrier Assistance Program Plan, the Nebraska Department of Roads Highway Safety Improvement Program Plan, and the NSHSP. As a result, the NOHS Administrator is in a position to assist in maintaining continuity among the various plan goals and the NOHS annual HSP. As a result of this, the goals of the HSP are consistent with the goals of the NSHSP.

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

In addition, the NOHS works with the Nebraska State Patrol Carrier Enforcement Division and provides input and assistance related to the activity within the Federal Motor Carrier Assistance Plan. The NOHS Administrator also serves as the Vice Chair for the Department of Health and Human Services (DHHS) Preventive Health Advisory Committee that oversees the Preventive Health Block Grant funding. The NOHS Administrator also serves as a member of Nebraska Partners in Prevention (NePip) Advisory Committee and the State Epidemiological Work Group that make recommendations to the DHHS management staff. Each of these relationships is important to leverage activity that influences the NOHS initiatives while avoiding potential duplication of efforts.

The NOHS recently was the beneficiary of a completed Traffic Records Assessment (TRA) (July 2011). The NOHS and the Traffic Records Coordinating Committee have reviewed the recommendations. A continuation of the Traffic Records Strategic Planning process is being undertaken. A new 408 Strategic Plan is being prepared to incorporate many of the suggestions from the TRA. This will enhance the ability to conduct problem identification, monitor project activity, produce measurable results, and evaluate the performance of programs.

The Nebraska Office of Highway Safety program is a federal grant program. The federal fiscal year runs from the period of October 1 through September 30. The NOHS submits the Fiscal Year 2015 (FY2015) highway safety plan document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting highway safety identified problems.

This process also appropriately provides the state with the ability to determine measurable outcomes.

The following document provides information regarding the annual strategic "benchmark" plan. The most significant section is the Process Description that describes problem identification, performance goal selection, and the program/project/activity selection.

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405 State and Community Highway Safety Projects by Program Area for FY2015, additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances and include the FY2015 Section 402/405 Obligation Cost Summary.

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

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

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

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

MAP-21 Maintenance of Effort (MOE) Requirement

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

Nebraska is maintaining its aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

Legislation

During the years 2009-2012, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- January 1, 2009 Ignition Interlock Law
- April 22, 2009 Additional Condition for Double Fines in Work Zone
- May 29, 2009 Office of Highway Safety Moved to Department of Roads
- July 14, 2010 Requirements for Drivers Failing to Pass Driver's Tests
- July 15, 2010 Banned Texting While Driving
- August 30, 2009 Move Over Law
- July 14, 2010 Requirements for Drivers Failing to Pass Driver's Tests
- August 26, 2011 Medical Examiner's Certificate for Commercial Driver's License
- January 1, 2012 Enhanced Ignition Interlock Law
- July 19, 2012 Provides Bicycles with 3 foot clearance by motorists passing
- July 1, 2013 Enhanced Ignition Interlock Law (mandatory 45 day license suspension)

State Demographic Analysis

Nebraska is geographically located in the Midwest. In the 2010 Census, Nebraska has a population of 1.8 million distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 29 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 82 percent of the population is white, 5 percent black and 10 percent Hispanic. According to the Census, 25 percent of the population is under 18 years of age, 62 percent is between the ages of 18 and 65 and more than 13 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2012 there were 1,395,941 licensed drivers and 2,278,670 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 17 daily and 156 weeklies newspapers, electronic media outlets include 14 commercial and education television stations and 127 commercial radio stations. One major area of the State is linked with media in neighboring states.

Highway Safety Planning Process

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

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

HSP Flowchart



Process and Data Description

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

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

Problem Identification Process

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

The NOHS has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

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

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

Evidence-Based Traffic Safety Enforcement Program

The evidence-based traffic safety enforcement program is focused on preventing traffic violations, crashes, and crash-related fatalities and injuries utilizing proven enforcement activities throughout the year. NOHS staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their results and area crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

Highway Safety Partnerships

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

- Nebraska Supreme Court (Administrative Office of the Courts & Probation),
- Nebraska Department of Roads,
- Nebraska Department of Motor Vehicles,
- Federal Highway Administration,
- Nebraska Liquor Control Commission,
- Nebraska Attorney General, and
- Nebraska Commission on Law Enforcement and Criminal Justice

Hospitals, local health departments, law enforcement, etc.:

Nebraska Hospital Association,
Nebraska Nurses Association,
Nebraska Department of Health and Human Services,
Nebraska Department of Education, and
Nebraska State Patrol

Non-profit organizations:

Mothers Against Drunk Driving Nebraska,
National Safety Council, Nebraska,
Nebraska Prevention Center for Alcohol and Drug Abuse,
Nebraska Safety Council, Inc.,
University of Nebraska – Kearney - Nebraska Safety Center,
University of Nebraska - Omaha, and
University of Nebraska – Lincoln.

Professional associations:

Nebraska County Attorney's Association,
Nebraska Trucking Association,
Police Officer's Association of Nebraska,
Nebraska Sheriff's Association and interested individuals.

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

Among the other groups that contribute are:

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

Performance Measures

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

- C-1. Traffic Fatalities (actual-FARS)
- C-2. Number of serious (disabling) injuries (State Crash Data)
- C-3. Fatality rate per 100M VMT (statewide; urban; rural) (FARS, FHWA)
- C-4. Number of unrestrained passenger vehicle occupant fatalities (FARS)
- C-5. Number of fatalities involving drivers or motorcycle operators 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 un-helmeted 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)
- B-1. Percent observed belt use for passenger vehicles – front seat outboard occupants (State Survey)
 - 1. Number of seat belt citation issued during grant-funded enforcement activities
 - 2. Number of impaired driving arrests made during grant-funded enforcement activities
 - 3. Number of speeding citations issued during grant-funded enforcement activities

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

HSP Traffic Safety Performance (Core Outcome) Measures* for Nebraska

		Year						Projections	
		2008	2009	2010	2011	2012	^2013	2014	2015
C-1 Traffic Fatalities	Total	208	223	190	181	212	211	182	190
	Rural	182	185	159	138	161	144	132	144
	Urban	26	38	31	43	51	46	50	46
	Unknown	0	0	0	0	0	0	0	0
C-2 Serious Injuries	Total	1,854	1,945	1,750	1,768	1,661	1,536	1,662	1,514
C-3 Fatalities Per 100 Million Vehicle Miles Driven**	Total	1.09	1.15	0.98	0.95	1.10	1.09	0.9	0.9
	Rural	1.67	1.68	1.43	1.25	1.44			
	Urban	0.31	0.45	0.37	0.54	0.63			
C-4 Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	175	187	148	141	161	175	162	158
	Restrained	69	59	46	43	43	47	48	47
	Unrestrained	91	108	79	79	102	111	83	75
	Unknown	15	20	23	19	16	17	19	19
C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)**		53	68	50	45	74	55	52	47
C-6 Speeding-Related Fatalities		32	30	36	33	44	39	35	30
C-7 Motorcyclist Fatalities	Total	19	15	14	23	22	14	18	14
	Helmeted	16	9	13	21	20	14	8	10
C-8 Motorcyclist Fatalities	Unhelmeted	3	5	0	2	1	0	1	1
	Unknown	0	1	1	0	1	0	1	0
C-9 Drivers Involved in Fatal Crashes	Total	282	327	249	257	284	276	279	263
	Aged Under 15	0	4	3	0	2	0	2	1
	Aged 15-20	47	51	33	27	36	39	37	25
	Aged Under 21	47	55	36	27	38	39	36	25
	Aged 21 and Over	234	269	213	228	245	237	238	230
	Unknown Age	1	3	0	2	1	0	1	0
C-10 Pedestrian Fatalities		5	9	8	7	15	14	6	8
C-11 Bicyclist Fatalities		0	3	2	2	0	0	1	1
B-1 Observed Seat Belt Use		82.7%	84.8%	84.1%	84.2%	78.6%	79.1%	82.7%	86.3%

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

** 2012 State Vehicle Miles Traveled (VMT) Data is current/2013 VMT not available at this time

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

^ Nebraska Data/FARS data unavailable

NOHS - Fatal, A and B Injury Crash Targets	2008	2009	2010	2011	2012	2013	2014	2015
Fatal, A and B Injury Crashes	5,514	5,387	5,025	4,998	4,915	4,713	4,700	4,658
Alcohol-Impaired	685	628	580	610	653	550	525	499
Speed-Related	400	423	454	374	290	334	302	291
Youth-Involved	1,725	1,742	1,576	1,414	1,402	1,300	1,263	1,226
All Other Factors	4,429	4,336	3,991	4,014	3,972	3,829	3,873	3,868
Distracted Driver	732	783	696	729	791	751	771	791
Nighttime (6 p.m. - 6 a.m.)	47	54	46	36	53	66	57	48

Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries

Activity Performance Measures	2008	2009	2010	2011	2012	2013	2014	2015
Safety Belt Citations	N/A	3,605	3,622	4,051	3,178	3,030		
Alcohol Impaired Driving Arrests	N/A	2,424	2,807	2,205	2,611	2,599		
Speeding Citations	N/A	25,350	18,395	29,777	19,097	20,105		

Source: NOHS - Annual Reports

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

Nebraska Annual Traffic Safety Study, 2014

THE NEBRASKA POLL - May 2014

HIGHLIGHT SUMMARY

Methodology

- Research Associates completed 950 telephone interviews from random samples of Nebraska land and cell phones during May, 2014.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

Impaired Driving

- Core Q: 21% of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Q: About a third (31%) indicated the chances of getting arrested if they drive after drinking are somewhat likely.
- Core Q: Just less than half of the respondents (46%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.

Seat Belts

- Core Q: A majority (80%) of respondents indicated they always wear safety belts when they drive or ride.
- Core Q: A majority (62%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (34% somewhat unlikely plus 28% very unlikely).
- Core Q: 24% indicated they had heard something about seat belt law enforcement in the last 60 days.

Speed

- Core Q: A plurality (49%) indicated they rarely drive faster than 35 mph on a road posted at 30 mph.
- Core Q: Half (50%) indicated they never driver faster than 70 mph on a road posted at 65 mph.
- Core Q: 37% indicated they had heard something about speed enforcement in the past 30 days.
- Core Q: A plurality (38%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely, with an additional 16% indicating very likely.

Distracted Driving

- More than two-thirds (70%) of respondents support a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving.
- Over 9 of 10 (92%) support a law allowing drivers to be stopped and ticketed solely for texting while driving.

Other Highway Safety Issues

- Most respondents (77%) indicated that Nebraska's law requiring **motorcycle helmets** should be continued.
- A majority (56%) indicated that **drivers over the age of 70** should be required to drive as part of their test every time they renew their license.

Demographics

- Most respondents (96%) indicated they have a driver's license.
- Respondents' ages (controlled): 16-20, 4%; 21-34, 18%; 35-49, 25%; 50-64, 30%; 65 up, 23%.
- Respondents' annual household incomes: under \$40,000, 24%; \$20,000-40,000, 37%; over \$40,000, 39%.
- Respondents' phone types: 81% from traditional landlines; 19% from cell phones.
- Respondents' Congressional District (controlled): District One, 31%; District Two, 37%; District Three, 32%.
- By control, respondents were 50% male and 50% female.

NARRATIVE SUMMARY - (N=900)

Impaired Driving

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and safety-related responses included: distracted driving (19%); drunk/impaired driving (5%); and traffic and road conditions (26%).
- Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.47) and drunk driving (mean score of 4.43) were named as bigger problems than the fuel tax situation (3.62) by a significant margin.
- Respondents were then asked an open-ended question about the best way to solve the drunk driving problem. Although responses were fairly scattered, more severe penalties led the list with a 21% plurality, followed by stricter law enforcement (14%) and education (9%).
- A majority of respondents (60%) indicated Nebraska penalties for drunk driving are not tough enough, while 37% indicated they are about right and 3% indicated they are too tough.
- Respondents were next asked whether they favor or oppose each of six specific penalties for drunk driving. All six were favored by a majority of respondents. Leading the list of those favoring was jail terms for previous offenses (83%), followed by mandatory treatment for offenders (78%); then mandatory interlock ignition for all first-time offenders (70%); mandatory sentencing for offenders (67%); eliminating plea bargaining for drunk driving offenses (63%); and losing license for first offense (51%).
- Eight percent (8%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- CORE QUESTION: About one in five respondents (21%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- CORE QUESTION: Nearly a third the respondents (31%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while another 32% indicated chances of that are somewhat unlikely.
- CORE QUESTION: Less than half of the respondents (46%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.

Seat Belts

- CORE QUESTION: Four out of five respondents (80%) indicated they always wear safety belts when they drive or ride.
- CORE QUESTION: A solid majority (62%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely (34% somewhat unlikely plus 28% very unlikely).
- CORE QUESTION: Less than a fourth of respondents (24%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.
- For the fifth straight year, a majority of respondents (58%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.
- Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (31%) indicated \$25-50, 25% indicated \$51-100, 21% indicated more than \$200, 18% indicated \$101-150 and 6% indicated \$151-200.
- About one in five respondents (18%) indicated they have children weighing between 40 and 80 pounds, and of those 71% indicated they use a booster seat for their child in the car.

Speed

- CORE QUESTION: A plurality of respondents (49%) indicated they rarely drive faster than 35 mph on a road posted at 30 mph, while 25% indicated never, 16% indicated half the time and 11% indicated most of the time.
- CORE QUESTION: Half of the respondents (50%) indicated they never driver faster than 70 mph on a road posted at 65 mph. Another 35% indicated they rarely drive faster than 70 on those roads, while 9% indicated half the time and 6% indicated most of the time.
- CORE QUESTION: Just over a third of respondents (37%) indicated they had heard something about speed enforcement by police in the past 30 days.
- CORE QUESTION: A plurality of respondents (38%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely, with 22% indicating likely, 16% very likely, 16% somewhat unlikely and 8% very unlikely.

Distracted Driving Laws

- Seven out of ten respondents (70%) indicated they would support a law banning drivers from talking on a cell phone while driving. Just over a fourth (27%) opposed that idea and 3% had no opinion.
- Two-thirds of respondents (66%) also supported a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving. About a third (32%) opposed that while 2% had no opinion.
- More than 9 out of 10 (92%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 7% opposed that and 1% had no opinion.

Miscellaneous

- Most respondents (77%) again indicated that Nebraska's law requiring motorcycle helmets should be continued, while 19% said it should be repealed and 5% had no opinion.
- A majority of respondents (56%) indicated that drivers over the age of 70 should be required to drive as part of their test every time they renew their license, while 40% opposed such a requirement and 4% had no opinion.

Demographics

- Most respondents (96%) indicated they have a driver's license.
- Respondents indicated distribution in the following age categories (controlled variable): 16-20, 4%; 21-34, 18%; 35-49, 25%; 50-64, 30%; 65 up, 23%.
- Respondents indicated distribution in the following annual household income categories: under \$40,000, 24%; \$40,000-80,000, 37%; over \$80,000, 39%.
- Cell phone numbers were included in the sample; 81% of the respondents were interviewed on their traditional landlines and 19% on their cell phones.
- Respondents were distributed among Nebraska's three congressional districts as follows (controlled variable): District One, 31%; District Two, 37%; District Three, 32%.
- By control, respondents were 50% male and 50% female (controlled variable).

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

Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths

Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths

(Based on Calendar Year Fatality Data)			
Age Group	2010	2011	2012
0 thru 5	150	221	361
6 thru 10	268	0	275
11 thru 15	435	58	312
16 thru 20	1,159	1,536	1,763
21 thru 25	1,294	930	1,254
26 thru 30	719	691	954
31 thru 35	665	437	752
36 thru 40	434	444	431
41 thru 45	379	267	278
46 thru 50	421	217	300
51 thru 55	179	378	231
56 thru 60	142	147	173
61 thru 65	143	159	91
66 thru 70	61	76	27
71 thru 73	30	19	36
74 thru 80	10	10	10
Total	6,489	5,590	7,248

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

*Based on Calendar Year Fatality Data.


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

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

For the purpose of this FY2015 problem identification process, the NOHS will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical consideration is used in the problem identification process including dividing the problems according to Nebraska's three United States House of Representatives' Districts. Further geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81.5% of the population within those congressional districts. These counties and the communities within them have been selected based upon crash data from the previous three years.

Nebraska Priority Counties

		NEBRASKA PRIORITY COUNTIES FOR FY2015 COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES							
Congressional District	County	2012 FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2012 Population*
Three	Adams	72	29.34	3.26	2.04	8.97	24.05	74.8%	31,459
Three	Box Butte	43	43.11	6.02	4.01	4.31	33.08	61.5%	11,317
One	Buffalo	126	21.36	3.39	0.85	5.47	17.12	65.6%	47,463
Three	Cass	58	14.39	1.74	1.49	5.15	11.16	57.7%	25,133
One	Dakota	39	20.27	2.08	1.04	12.78	17.15	64.4%	20,918
Three	Dawson	64	15.01	2.11	0.47	5.00	12.43	55.9%	24,220
One	Dodge	100	28.29	3.96	1.41	10.23	22.91	73.0%	36,427
One	Douglas	1,222	29.43	4.02	0.96	12.95	24.44	74.6%	531,265
One	Gage	70	31.13	7.12	0.89	6.37	23.13	59.6%	21,806
Three	Hall	189	30.69	2.92	2.27	4.70	25.49	75.2%	60,345
Three	Lancaster	924	38.98	3.71	1.18	10.37	34.08	85.5%	293,407
One	Lincoln	139	24.37	2.10	2.98	5.26	19.29	76.8%	36,099
Three	Madison	104	35.93	4.84	1.38	11.64	29.72	70.5%	35,031
One	Otoe	41	17.52	3.42	1.28	8.93	12.82	61.2%	15,747
One	Platte	77	25.81	3.69	1.01	12.90	21.11	70.1%	32,681
Three	Saline	36	31.09	6.91	2.59	7.20	21.59	48.2%	14,557
Three	Sarpy	309	25.50	2.97	0.91	9.05	21.62	85.6%	165,853
One/Two	Saunders	37	16.80	2.72	3.18	3.52	10.90	75.0%	20,823
One	Scotts Bluff	120	38.35	3.20	2.88	6.76	32.28	63.0%	36,964
Three	Seward	54	14.64	2.17	0.81	3.47	11.66	60.4%	16,935
One	Washington	41	20.37	2.48	1.99	6.44	15.90	77.6%	20,252
One	York	44	12.66	0.86	0.29	12.03	11.51	73.1%	13,746
22 County Population		1,512,448							
Statewide		4,915	25.4	3.4	1.5	7.3	20.6	72.7%	1,855,350

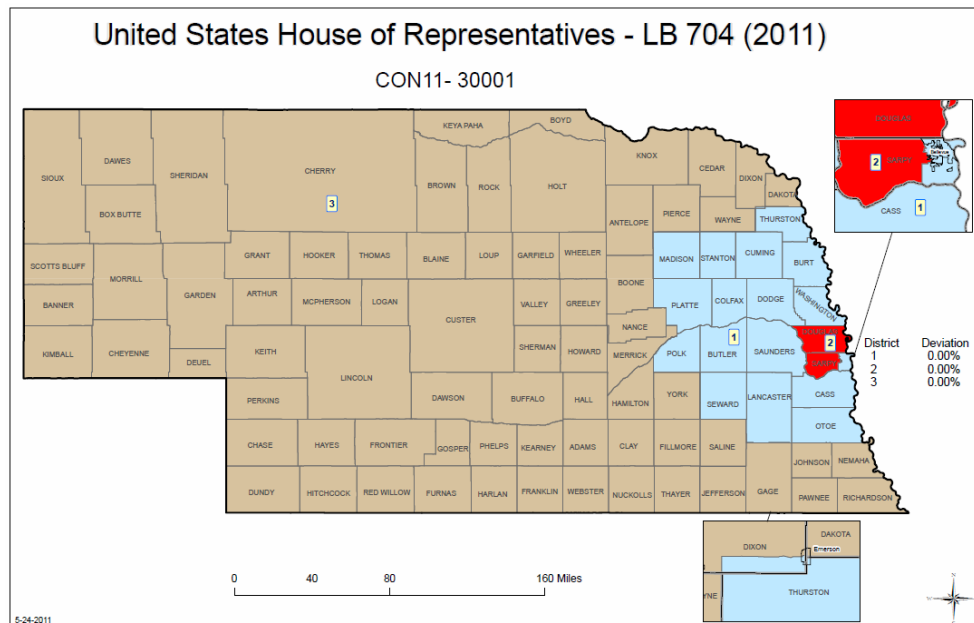
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken off 2012 Standard Summaries, Fatal, A / B Injuries, Statewide and County of Population

*U.S. Census Bureau Revised 1/8/2014

Nebraska 2012 data is the most current data for the FY2015 Plan

Congressional Districts of Nebraska



Program, Project and Activity Selection Process

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September (FY2015) funding period:

HSP Program Planning Calendar

November - December:

Debrief the previous year's programs, crash data, State and national priorities, update problem identification, and set performance targets with NOHS staff. Work on problem identification for specific geographical and demographic priority areas. Coordinate data and problem identification with the State's HSP.

January – February:

Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies and Procedures on website.

March – April:

Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.

May:

Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to NOHS for formal review and rating.

June:

Draft the HSP including the Section 405 grant application for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.

July:

Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.

August – September:

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

October:

Implement grants and contracts. Begin to collect information for the FY2015 Annual Report.

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

Performance Target Selections

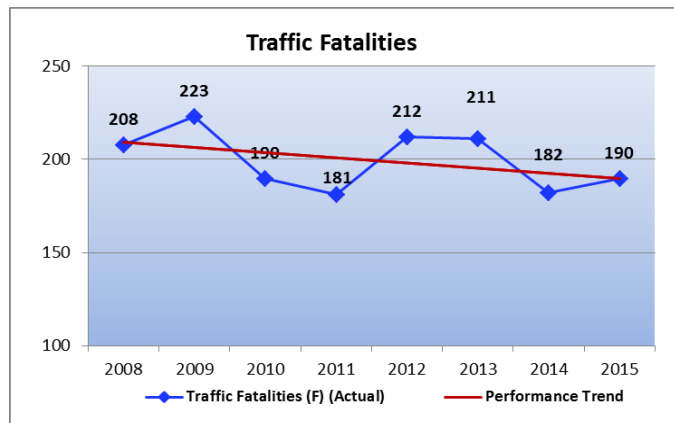
Performance targets, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National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

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

Performance Targets and Trends

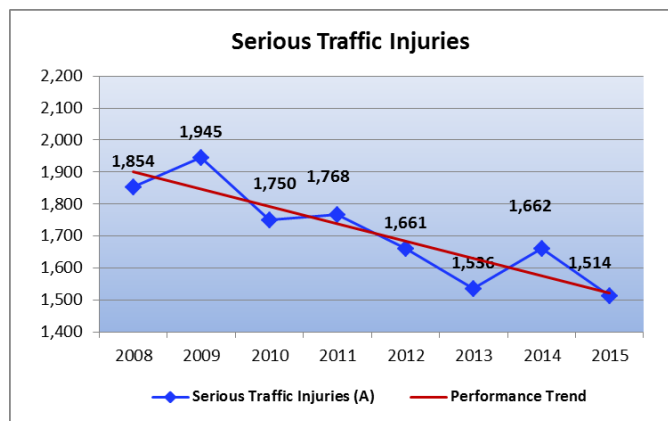
C-1: Traffic Fatalities (FARS)

Reduce total traffic fatalities by 6.5% from 202.7 (2008-2012 average) to 190 in 2015.



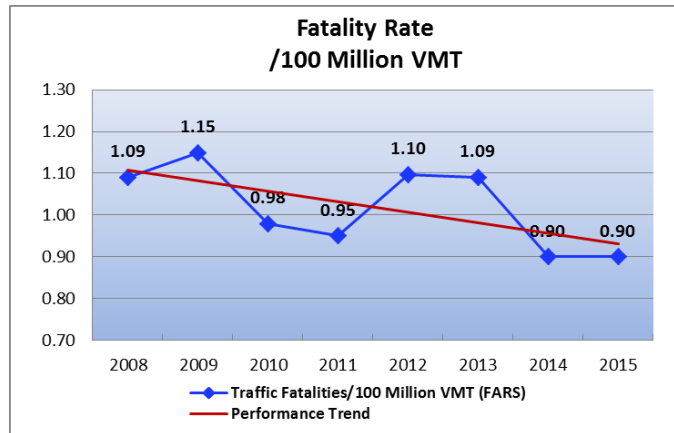
C-2: Serious Traffic Injuries (State Crash Data)

Reduce serious injuries in traffic crashes by 15.7% of 1,795.6 (2008-2012) to 1,514 in 2015.



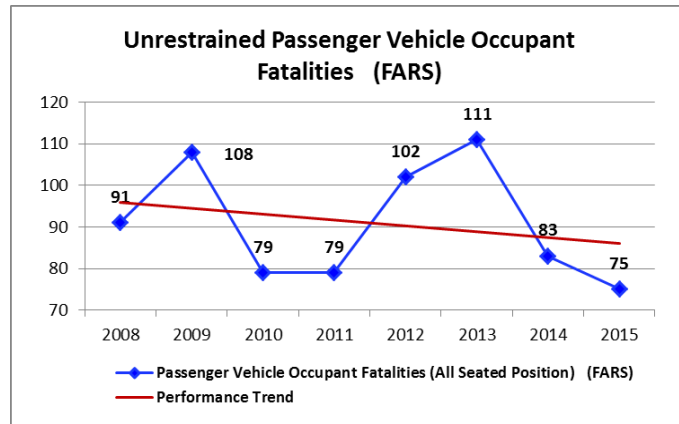
C-3: Fatality Rate per 100 Million VMT (FARS/FHWA)

Reduce the fatality rate per 100 Million VMT by 14.5% from 1,054 (2008-2012 average) to 0.90 in 2015.



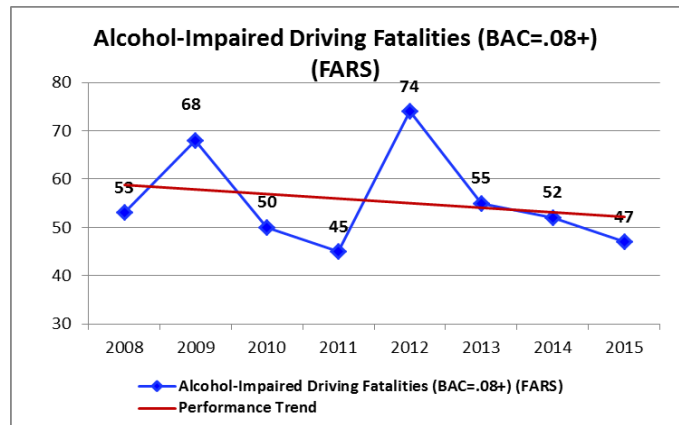
C-4: Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

Reduce unrestrained passenger vehicle occupant fatalities by 18.3% from 91.8 (2008-2012 average) to 75 in 2015.



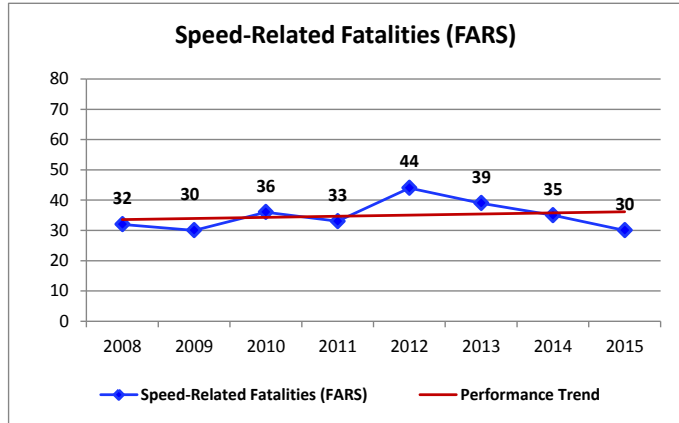
C-5: Alcohol-Impaired Driving Fatalities (FARS)

Reduce alcohol-impaired driving fatalities by 19% from 58 (2008-2012 average) to 47 in 2015.



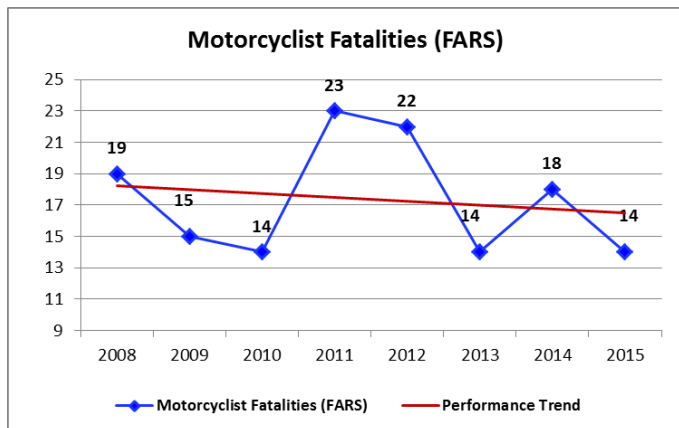
C-6: Speed-Related Fatalities (FARS)

Reduce speed-related fatalities by 14% from 35 (2008-2012) 30 in 2015.



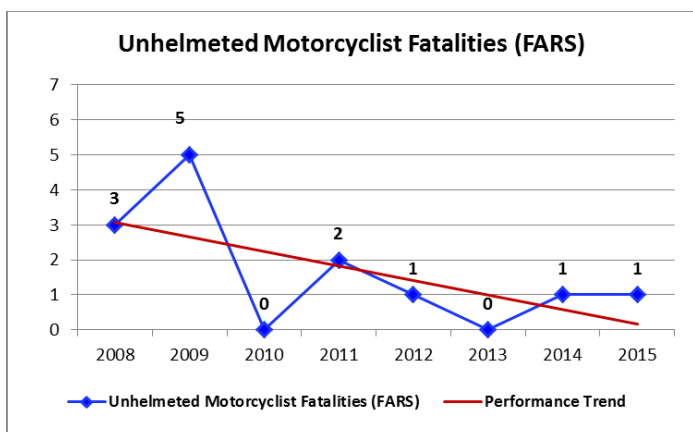
C-7: Motorcyclist Fatalities (FARS)

Reduce motorcyclist fatalities by 25% from 18.6 (2008-2012 average) to 14 in 2015.



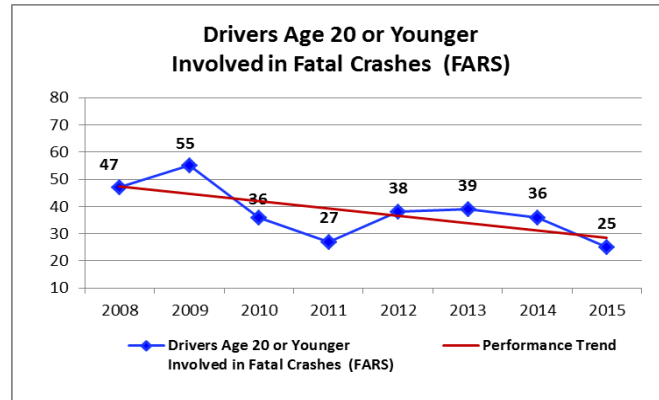
C-8: Un-helmeted Motorcyclist Fatalities (FARS)

Reduce un-helmeted motorcyclist fatalities by 54.5% from 2.2 (2008-2012 average) to 1 in 2015.



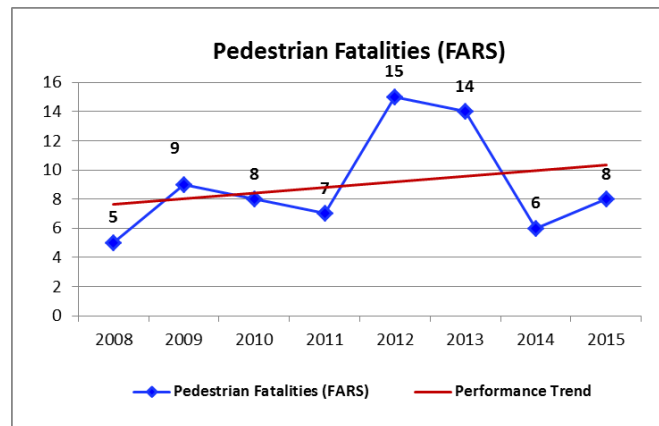
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Reduce drivers age 20 or younger involved in fatal crashes by 39% from 40.6 (2008-2012 average) to 25 in 2015.



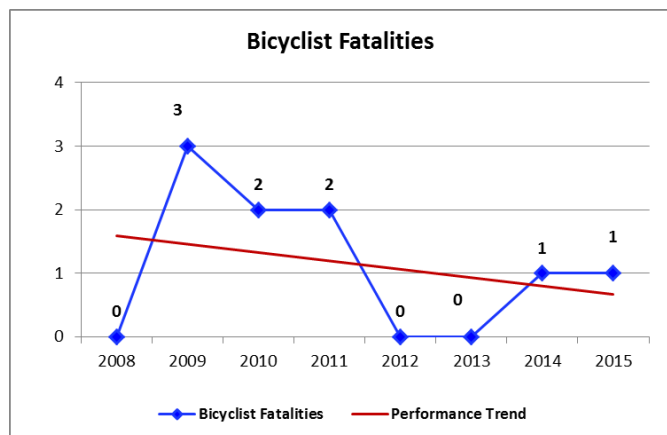
C-10: Pedestrian Fatalities (FARS)

Reduce pedestrian fatalities by 9% from 8.8 (2008-2012 average) to 8 in 2015.



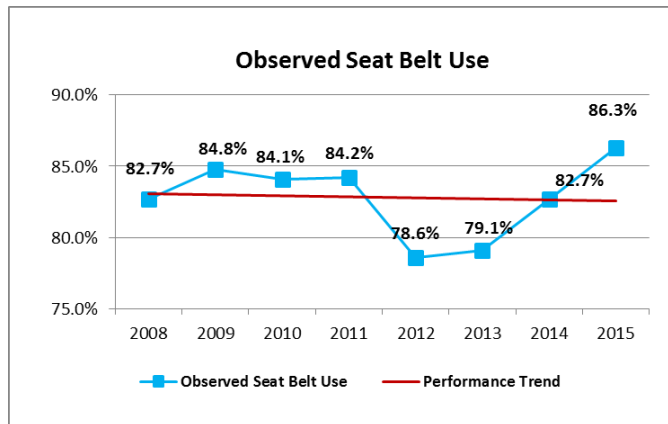
C-11: Bicyclist Fatalities (FARS)

Reduce bicyclist fatalities by 28.6% from 1.4 (2008-2012 average) to 1 in 2015.



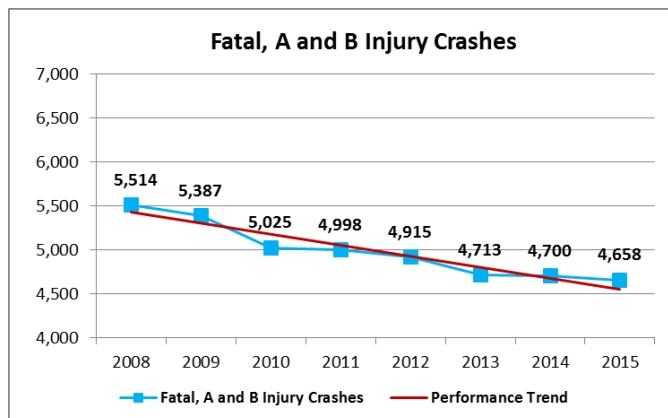
B-1: Observed Seat Belt Use Rate (Observed Seat Belt Use Survey)

Increase observed seat belt use rate by 4.1% from 82.9 (2008-2012 average) 86.3% in 2015.



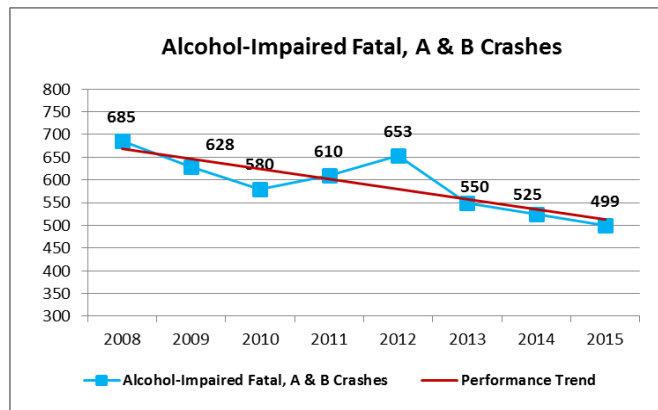
NOHS Target: Fatal, A and B Injury Crashes (State Crash Data)

Reduce fatal, A and B injury crashes by 9.9% from 5,167.8 (2008-2012 average) to 4,658 in 2015.



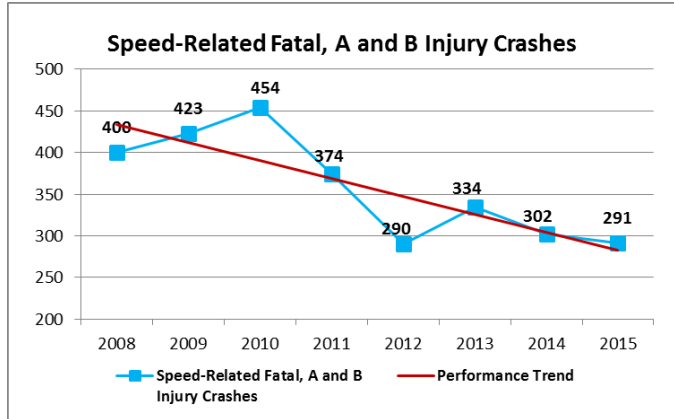
NOHS Target: Alcohol-Impaired Fatal, A and B Injury Crashes (State Crash Data)

Reduce alcohol-impaired fatal, A and B injury crashes by 21% from 631.2 (2008-2012 average) to 499 in 2015.



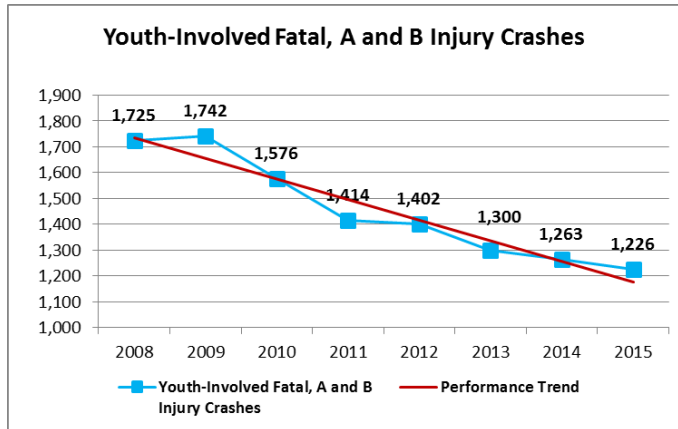
NOHS Target: Speed-Related Fatal, A and B Injury Crashes (State Crash Data)

Reduce speed-related fatal, A and B injury crashes by 25% from 388.2 (2008-2012 average) to 291 in 2015.



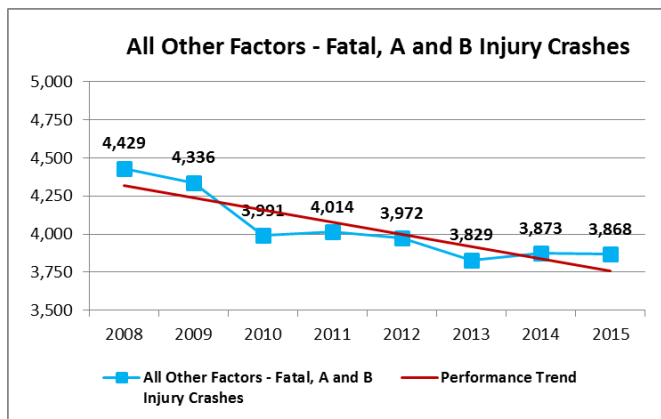
NOHS Target: Youth-Involved Fatal, A and B Injury Crashes - (Drivers Age 20 or younger) (State Crash Data)

Reduce youth-involved fatal, A and B injury crashes by 22% from 1571.8 (2008-2012 average) to 1,226 in 2015.



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

Reduce all other factors – fatal, A and B injury crashes by 6.8% from 4,148 (2008-2012 average) to 3,868 in 2015.

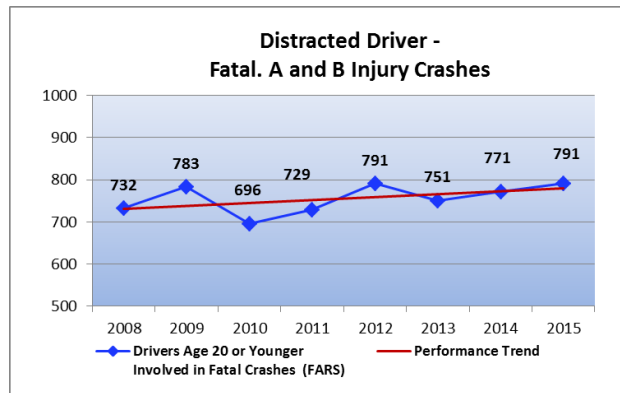


NOHS Target: Distracted Driver – Fatal, A and B Injury Crashes* (State Crash Data)

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

The distracted driver – fatal, A and B injury crashes will likely increase by 5.6% from 746 (2008-2012 average) to 791 in 2015.

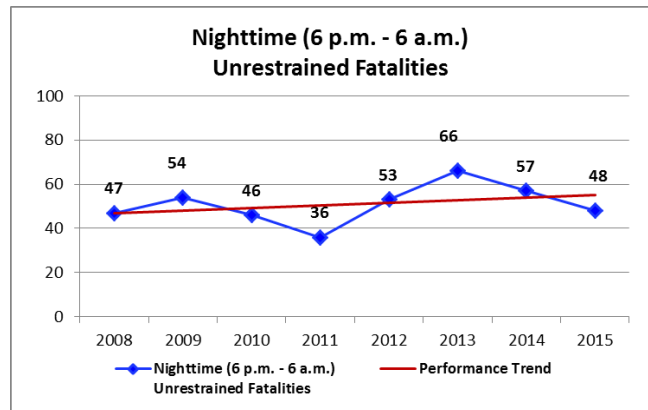
Note: The increase will be due to improve reporting.



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

*Includes Not Used and Unknown

Nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes will likely increase by 2% from 47 (2008-2012 average) to 48 in 2015.



Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA					
	2008	2009	2010	2011	2012
POPULATION[^]	1,783,432	1,796,619	1,829,838	1,841,749	1,855,350
LICENSED DRIVERS	1,380,472	1,380,859	1,383,840	1,388,987	1,395,941
REGISTERED VEHICLES	2,184,102	2,204,967	2,224,101	2,261,678	2,278,670
VEHICLE MILES (MILLIONS)	18,864	19,153	19,517	19,478	19,315
FATALITY RATE (MILLIONS)	1.10	1.16	0.97	0.93	1.10
FATAL CRASHES	188	205	166	164	190
FATALITIES	208	223	190	181	212
A* INJURY CRASHES	1,482	1,517	1,403	1,447	1,357
B* INJURY CRASHES	3,844	3,665	3,456	3,387	3,368
C* INJURY CRASHES	6,984	7,030	6,703	6,351	6,296
A* INJURIES	1,854	1,945	1,750	1,768	1,661
B* INJURIES	5,059	4,887	4,618	4,481	4,388
C* INJURIES	10,886	10,943	10,344	9,859	9,823
ALCOHOL RELATED FATAL CRASHES	61	73	46	49	81
ALCOHOL RELATED FATALITIES	67	79	53	51	87
ALCOHOL RELATED A & B** INJURY CRASHES	624	555	534	561	572
ALCOHOL RELATED C** INJURY CRASHES	285	270	256	276	270
ALCOHOL RELATED A & B** INJURIES	835	771	749	745	778
ALCOHOL RELATED C** INJURIES	479	473	437	448	443
DRIVING UNDER INFLUENCE (DUI) ARRESTS#	13,660	13,399	12,399	12,034	10,605
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	11,504	11,520	10,724	10,549	9,500
SAFETY BELT CONVICTIONS##	9,325	10,118	9,869	9,813	9,267
CHILD RESTRAINT CONVICTIONS##	1,742	1,628	1,530	1,444	1,431
OBSERVED CHILD RESTRAINT USE	96.8%	95.4%	91.5%	95.1%	95.9%
REPORTED RESTRAINT USE### (FATAL, A* & B*)	69.3%	70.2%	72.9%	73.6%	72.7%
OBSERVED RESTRAINT USE	82.7%	84.8%	84.1%	84.2%	78.6%
SPEEDING CONVICTIONS##					
COUNTY/STATE	39,862	39,110	36,913	36,720	33,360
MUNICIPAL	29,289	31,839	29,789	31,347	27,692
INTERSTATE	11,678	11,531	8,839	8,025	8,884
SPEEDING	1,464	1,315	1,298	1,098	1,175
SPEED TOO FAST FOR CONDITIONS	504	548	699	700	391
TOTAL SPEED CONVICTIONS	82,797	84,343	77,538	77,890	71,502
* A - Disabling Injuries B - Visible, but not Disabling Injury C - Possible Injury					
[^] U.S. Census Bureau, Population Estimates Program					
License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles					
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports					
## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics					
### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 5/29/09, 4/27/10, 4/25/11, 4/17/12, 6/20/13					
Nebraska Office of Highway Safety, P.O. Box 94612, Lincoln, NE 68509					
Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 7/17/2013					

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

NEBRASKA - DRIVERS (Age 16 thru 20) TRAFFIC RECORDS DATA					
	2008	2009	2010	2011	2012
LICENSED DRIVERS (Age 16 - 20)	118,369	114,515	112,436	110,360	108,809
FATAL CRASHES	44	46	31	24	34
FATALITIES	49	54	33	29	37
A* & B* INJURY CRASHES	1,683	1,662	1,508	1,282	1,279
C* INJURY CRASHES	2,398	2,255	2,159	1,793	1,780
A* & B* INJURIES	3,011	2,940	2,577	2,162	2,209
C* INJURIES	3,326	3,063	2,976	2,439	2,438
ALCOHOL-RELATED FATAL CRASHES	14	16	12	5	14
ALCOHOL-RELATED FATALITIES	14	18	14	7	14
ALCOHOL-RELATED A* & B* INJURY CRASHES	145	111	137	97	126
ALCOHOL-RELATED C* INJURY CRASHES	70	48	59	40	54
ALCOHOL-RELATED A* & B* INJURIES	223	180	261	153	187
ALCOHOL-RELATED C* INJURIES	102	72	86	52	70
TOTAL ARRESTS UNDER AGE 18: #					
DRIVING UNDER INFLUENCE (DUI)	238	230	205	163	160
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,476	2,019	1,739	1,767	1,518
DUI CONVICTIONS ##	1,038	966	902	900	692
.02 CONVICTIONS ##	51	50	38	34	27
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	859	717	616	632	543
SAFETY BELT CONVICTIONS ##	2,005	2,201	1,933	1,902	1,722
CHILD RESTRAINT CONVICTIONS ##	152	150	144	130	44
REPORTED RESTRAINT USE ###	74.4%	57.8%	60.2%	62.8%	67.1%
SPEEDING CONVICTIONS ##					
COUNTY/STATE	6,300	6,463	5,691	5,330	4,774
MUNICIPAL	5,086	5,260	4,368	4,396	3,850
INTERSTATE	1,784	1,801	1,406	1,244	1,252
SPEED TOO FAST FOR CONDITIONS	112	131	159	177	80
TOTAL SPEED CONVICTIONS	13,282	13,655	11,624	11,147	9,956
* A - Disabling Injuries * B - Visible, but not Disabling Injury * C - Possible Injury					
Licensed Drivers Includes all Permits (Learner's Permit-LPE & LPD), (School Permit-SCH), (Provisional Operator's Permit-POP)					
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports					
## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics					
### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 5/29/09 4/27/10, 4/25/11, 4/17/12, 6/20/13					
Nebraska Office of Highway Safety, P.O. Box 94612, Lincoln, NE 68509					
Phone: (402)471-2515 FAX: (402)471-3865			Last Date Modified: 10/4/13		

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

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

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2012)											
(COUNTIES BY CRASH TOTAL)											
DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	33	322	867	1,222	3	CUSTER	2	8	21	31
1	LANCASTER	12	192	720	924	3	DAWES	2	9	20	31
1 - 2	SARPY	8	94	207	309	3	HAMILTON	2	11	18	31
3	HALL	6	54	129	189	1	CUMING	3	7	20	30
3	LINCOLN	8	29	102	139	3	RED WILLOW	1	9	20	30
3	BUFFALO	5	30	91	126	3	HOLT	3	8	18	29
3	SCOTTS BLUFF	5	31	84	120	3	JEFFERSON	2	9	18	29
1	MADISON	2	31	71	104	3	HOWARD	2	8	18	28
1	DODGE	1	28	71	100	3	WAYNE	1	8	19	28
1	PLATTE	6	27	44	77	1	BUTLER	0	13	14	27
3	ADAMS	5	13	54	72	3	CHEYENNE	2	8	17	27
3	GAGE	2	21	47	70	3	MERRICK	2	6	18	26
3	DAWSON	3	22	39	64	3	PIERCE	1	12	12	25
1	CASS	1	16	41	58	3	SHERIDAN	1	9	14	24
1	SEWARD	1	20	33	54	3	CEDAR	3	7	13	23
3	YORK	3	14	27	44	3	RICHARDSON	1	8	14	23
3	BOX BUTTE	2	17	24	43	3	KEITH	1	6	14	21
1	OTOE	4	18	19	41	3	NEMAHA	0	7	14	21
1	WASHINGTON	3	7	31	41	3	PHELPS	1	5	15	21
3	DAKOTA	0	11	28	39	1	COLFAX	2	8	10	20
1	SAUNDERS	2	14	21	37	3	KEARNEY	1	2	17	20
3	SALINE	3	12	21	36	3	11	1	8	10	19
	TOTAL	115	1,023	2,771	3,909	3	KNOX	3	6	10	19
						3	ANTELOPE	1	7	10	18
						3	HITCHCOCK	3	5	10	18
						3	THAYER	3	8	7	18
						3	MORRILL	0	7	10	17
						3	VALLEY	0	7	9	16
						3	KIMBALL	0	5	10	15
						3	BOONE	0	5	9	14
						3	CHERRY	1	8	5	14
						3	DEUEL	3	3	8	14
						3	DIXON	1	4	9	14
						1	STANTON	0	7	7	14
						1	THURSTON	3	4	7	14
						3	HARLAN	0	4	9	13
						3	NANCE	0	8	5	13
						1	POLK	2	4	7	13
						3	SHERMAN	0	3	10	13
						3	WEBSTER	1	7	5	13
						3	CLAY	1	3	7	11
						3	FRANKLIN	1	6	4	11
						3	FRONTIER	1	4	6	11
						3	FURNAS	0	5	6	11
						1	BURT	3	1	6	10
						3	BROWN	0	3	6	9
						3	GREELEY	0	3	6	9
						3	PAWNEE	2	4	3	9
						3	CHASE	1	3	4	8
						3	GARDEN	3	1	4	8
						3	PERKINS	1	1	6	8
						3	BOYD	1	3	3	7
						3	DUNDY	0	0	6	6
						3	NUCKOLLS	1	1	3	5
						3	ROCK	0	1	4	5
						3	THOMAS	0	2	3	5
						3	BANNER	0	1	3	4
						3	GOSPER	1	1	2	4
						3	HAYES	1	1	2	4
						3	JOHNSON	1	2	1	4
						3	SIOUX	0	1	3	4
						3	ARTHUR	1	2	0	3
						3	HOOVER	0	1	2	3
						3	LOGAN	1	0	2	3
						3	LOUP	0	2	1	3
						3	GARFIELD	0	1	1	2
						3	WHEELER	0	1	1	2
						3	GRANT	0	0	1	1
						3	KEYA PAHA	0	1	0	1
						3	MCPHERSON	0	1	0	1
						3	BLAINE	0	0	0	0
							TOTAL	75	334	597	1,006
	STATE TOTAL	190	1,357	3,368	4,915						

CY - Calendar Year

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

As of 1/7/2014

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2011)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	21	340	840	1,201	3	RED WILLOW	3	13	21	37
1	LANCASTER	18	215	706	939	3	KEITH	3	11	18	32
1 - 2	SARPY	6	76	221	303	3	CHEYENNE	0	13	18	31
3	HALL	8	51	142	201	3	MERRICK	1	14	16	31
3	LINCOLN	6	31	91	128	3	HOLT	0	11	19	30
3	BUFFALO	8	30	86	124	3	WAYNE	0	7	21	28
1	PLATTE	6	37	77	120	1	BUTLER	2	9	16	27
1	DODGE	2	44	69	115	3	CEDAR	1	4	19	24
3	SCOTTS BLUFF	4	34	71	109	1	CUMING	1	8	17	26
1	MADISON	5	25	59	89	3	PIERCE	1	8	15	24
3	ADAMS	4	22	58	84	3	BOX BUTTE	0	5	18	23
3	DAWSON	6	19	44	69	1	COLFAX	1	10	14	25
3	GAGE	4	25	40	69	3	SHERIDAN	1	10	12	23
1	CASS	6	14	47	67	3	HOWARD	1	9	12	22
3	YORK	4	18	35	57	3	KIMBALL	1	10	11	22
1	SAUNDERS	4	18	34	56	3	PHELPS	1	8	13	22
1	SEWARD	0	16	39	55	1	THURSTON	0	14	10	24
1	WASHINGTON	0	21	32	53	3	CHERRY	4	4	13	21
3	DAKOTA	1	13	33	47	3	DAWES	1	9	11	21
3	SALINE	1	17	29	47	3	JEFFERSON	0	3	16	19
1	OTOE	1	12	34	47	3	KEARNEY	2	6	10	18
3	CUSTER	1	21	19	41	3	BOONE	1	3	13	17
3	HAMILTON	1	18	21	40	3	FILLMORE	2	7	8	17
	TOTAL	117	1,117	2,827	4,061	3	RICHARDSON	3	2	12	17
						3	MORRILL	2	1	13	16
						1	BURT	0	6	11	17
						3	JOHNSON	1	4	10	15
						3	KNOX	3	5	7	15
STATE TOTAL		164	1,447	3,387	4,998	3	SHERMAN	1	6	8	15
						3	VALLEY	0	7	8	15
						3	FURNAS	0	7	7	14
						3	NEMAHA	0	8	6	14
						3	THAYER	0	7	7	14
						3	DIXON	2	5	6	13
						3	NANCE	0	6	7	13
						3	DEUEL	0	6	6	12
						1	POLK	0	7	7	14
						1	STANTON	0	4	10	14
						3	HITCHCOCK	0	3	8	11
						3	WEBSTER	0	2	9	11
						3	HARLAN	0	2	8	10
						3	ANTELOPE	0	3	6	9
						3	BROWN	1	1	7	9
						3	FRANKLIN	0	5	3	8
						3	GREELEY	1	5	2	8
						3	DUNDY	0	4	3	7
						3	GOSPER	1	2	4	7
						3	PERKINS	0	3	4	7
						3	SIOUX	1	3	3	7
						3	BANNER	0	2	4	6
						3	GARDEN	1	2	3	6
						3	NUCKOLLS	0	3	3	6
						3	PAWNEE	1	3	2	6
						3	THOMAS	1	2	3	6
						3	CLAY	0	1	4	5
						3	FRONTIER	1	1	2	4
						3	MCPHERSON	0	1	3	4
						3	BOYD	0	1	2	3
						3	CHASE	0	0	3	3
						3	GARFIELD	0	1	2	3
						3	HOOVER	0	1	1	2
						3	LOGAN	0	1	1	2
						3	ROCK	0	1	1	2
						3	HAYES	0	0	1	1
						3	KEYA PAHA	0	0	1	1
						3	WHEELER	0	0	1	1
						3	ARTHUR	0	0	0	0
						3	BLAINE	0	0	0	0
						3	GRANT	0	0	0	0
						3	LOUP	0	0	0	0
							TOTAL	47	330	560	937

CY - Calendar Year

* INJURY SEVERITY CODES

A = Disabling Injury

B = Visible, but not disabling injury

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

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	26	315	900	1,241	3	KEITH	1	14	18	33
1	LANCASTER	10	215	687	912	3	WAYNE	1	12	19	32
1 - 2	SARPY	8	86	216	310	3	PIERCE	1	8	23	32
3	HALL	1	54	148	203	1	CUMING	1	14	15	30
3	BUFFALO	2	42	99	143	3	HAMILTON	2	10	18	30
1	DODGE	3	38	93	134	3	SALINE	1	10	19	30
3	LINCOLN	6	41	85	132	3	MERRICK	1	7	21	29
3	SCOTTS BLUFF	4	28	76	108	3	BOX BUTTE	2	6	20	28
1	PLATTE	3	27	60	90	3	RED WILLOW	2	9	15	26
1	MADISON	4	12	73	89	1	COLFAX	2	9	14	25
1	SEWARD	7	29	44	80	3	DAWES	0	10	15	25
1	CASS	3	14	62	79	3	KEARNEY	4	9	12	25
3	ADAMS	2	11	64	77	3	KNOX	2	13	10	25
3	GAGE	7	17	47	71	3	CUSTER	1	9	14	24
3	DAWSON	4	15	43	62	3	JEFFERSON	1	8	14	23
1	SAUNDERS	5	19	37	61	1	THURSTON	0	11	11	22
3	YORK	4	20	33	57	3	CHEYENNE	1	4	17	22
1	WASHINGTON	6	10	36	52	3	CEDAR	2	5	14	21
3	DAKOTA	2	11	26	39	3	CHERRY	2	6	13	21
3	HOLT	3	9	24	36	3	CLAY	1	10	10	21
1	OTOE	2	16	17	35	3	NEMAHA	0	4	16	20
	TOTAL	112	1,029	2,870	4,011	3	SHERIDAN	0	10	10	20
						1	BURT	0	6	13	19
						3	HITCHCOCK	1	5	13	19
						3	KIMBALL	2	8	9	19
						1	BUTLER	2	7	9	18
						3	ANTELOPE	0	7	11	18
						1	STANTON	0	9	8	17
						1	POLK	1	4	12	17
						3	HOWARD	1	11	5	17
						3	RICHARDSON	0	6	10	16
						3	BOONE	1	3	11	15
						3	FILLMORE	0	6	9	15
						3	PHELPS	0	3	12	15
						3	DEUEL	1	7	6	14
						3	DIXON	1	4	7	12
						3	WEBSTER	2	5	5	12
						3	FURNAS	3	1	7	11
						3	GREELEY	0	7	4	11
						3	MORRILL	1	2	8	11
						3	THAYER	1	5	5	11
						3	CHASE	1	5	4	10
						3	FRONTIER	0	4	6	10
						3	NANCE	0	5	5	10
						3	PAWNEE	1	6	2	9
						3	BROWN	1	2	6	9
						3	PERKINS	0	3	6	9
						3	FRANKLIN	0	6	2	8
						3	HARLAN	0	2	6	8
						3	SHERMAN	2	3	3	8
						3	SIOUX	0	1	7	8
						3	VALLEY	1	2	5	8
						3	GOSPER	1	4	2	7
						3	GARDEN	0	4	2	6
						3	HOOVER	0	1	4	5
						3	NUCKOLLS	0	1	4	5
						3	ROCK	0	2	3	5
						3	JOHNSON	0	3	1	4
						3	BANNER	1	1	2	4
						3	GARFIELD	0	2	2	4
						3	HAYES	0	1	3	4
						3	THOMAS	1	2	1	4
						3	BOYD	0	1	2	3
						3	DUNDY	0	2	1	3
						3	MCPHERSON	0	1	2	3
						3	ARTHUR	0	1	1	2
						3	GRANT	0	2	0	2
						3	LOGAN	0	0	2	2
						3	KEYA PAHA	0	1	0	1
						3	LOUP	0	1	0	1
						3	WHEELER	0	1	0	1
						3	BLAINE	0	0	0	0
							TOTAL	54	374	586	1,014
STATE TOTAL		166	1,403	3,456	5,025						
CY - Calendar Year											
* INJURY SEVERITY CODES											
A = Disabling Injury											
B = Visible, but not disabling injury											

Highway Safety Communications Plan

PAID MEDIA

In FY2015, the Nebraska Office of Highway Safety (NOHS) will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The NOHS identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

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

PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2015, the NOHS will continue to support the traffic safety program with available printed PI&E materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the NOHS website.

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

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

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

EARNED MEDIA

In FY2015, the NOHS will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health & Human Services, the Department of Motor Vehicles, the Department of Roads, and local agencies/organizations to assist with kick off news conferences for the national and state traffic safety mobilizations.

The NOHS issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the

grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

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

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

SOCIAL MEDIA

For the past five years, the NOHS has continued to expand the marketing/advertising of traffic safety related information via the social networking sites. The NOHS has used social marketing through the media buy contractor for the ***Click It or Ticket*** campaign efforts with apparent success. The Department of Roads included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, and others is a goal for FY2015.

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

The Nebraska Office of Highway Safety (NOHS) has allocated its potential available Section 402 State and Community Highway Safety funds for federal fiscal year 2015 (October 1, 2014 - September 30, 2015) to 31 program project grants. This listing provides a brief description of the program project grants. While there are 31 program project grants, an expected total of more than 250 individual agreements will result from mini-grant agreement awards. A total of \$2,732,608.00 has been estimated for fiscal year 2015.

Section 402 - Planning and Administration

Project Grant Number: 402-15-01
Project Grant Title: Planning and Administration/NOHS

Description:

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

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

Budget: \$160,000.00 Section 402

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-01	Planning and Administration	\$160,000.00	402
Total 402 Funds		\$160,000.00	

Section 402: Alcohol Program Area

Targets:

- Reduce alcohol-impaired driving fatalities by 19% from 58 (2008-2012 average) to 47 in 2015.
- Reduce alcohol-impaired fatal, A and B injury crashed by 21% from 631 (2008-2012 average) to 499 in 2015.

Project Grant Number: 402-15-06

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

Description:

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

Budget: \$222,023.00 Section 402

Project Grant Number: 402-15-09

Project Grant Title: Alcohol Program Coordination/NOHS

Description:

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

Budget: \$95,000.00 Section 402

Project Grant Number: 402-15-10

Project Grant Title: Alcohol Public Information and Education/NOHS

Description:

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

Budget: \$370,000.00 Section 402

Project Grant Number: 402-15-11
Project Grant Title: Alcohol Equipment Support/NOHS

Description:

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

Budget: \$40,000.00 Section 402

Project Grant Number: 402-15-12
Project Grant Title: Alcohol Selective Overtime Enforcement/NOHS

Description:

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

Budget: \$75,000.00 Section 402

Project Grant Number: 402-15-17
Project Grant Title: MADD Court Monitoring Evaluation and Education Project/
Mothers Against Drunk Driving Nebraska

Description:

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

Budget: \$147,415.00 Section 402

Project Grant Number: 402-15-18
Project Grant Title: Underage Alcohol Enforcement Initiatives/NOHS

Description:

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

Budget: \$65,000.00 Section 402

Project Grant Number: 402-15-25
Project Grant Title: Traffic Training/NOHS

Description:

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

Budget: \$35,000.00 Section 402

Project Grant Number: 402-15-39
Project Grant Title: Prosecutorial Response to DUI Crimes/
Nebraska Department of Justice, Nebraska Attorney General's Office

Description:

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

Budget: \$123,800.00 Section 402

Project Grant Number: 402-15-40
Project Grant Title: Project Night Life Expansion/Omaha Police Department

Description:

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

Budget: \$139,240.00 Section 402

Project Grant Number: 402-15-41
Project Grant Title: Judicial/Prosecution Training/NOHS

Description:

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

Budget: \$38,000.00 Section 402

Section 405d - Impaired Driving Countermeasures

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing equipment and training that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funding will also be utilized to assist with the purchase of in-car camera systems and preliminary breath testing units for Nebraska law enforcement agencies, and to train Drug Recognition Experts. Funds are provided to community-based programs that impact impaired driving. While there are 9 program tasks, an expected total of more than 200 individual projects will result from the mini-grant contract awards

Project Grant Number: 405d-15-02

Project Grant Title: In Car Cameras/NOHS

Description:

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

Budget: \$200,000.00 Section 405d-15

Project Grant Number: 405d-15-03

Project Grant Title: Breath Testing Equipment/NOHS

Description:

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

Budget: \$150,000.00 Section 405d-15

Project Grant Number: 405d-15-04

Project Grant Title: DRE/ARIDE Training & Recertification/NOHS

Description:

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

Budget \$65,000.00 Section 405d-15

Project Grant Number: 405d-15-05
Project Grant Title: Alcohol Selective Overtime/NOHS

Description:

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

Budget: \$250,000.00 Section 405d-15

Project Grant Number: 405d-15-06
Project Grant Title: Alcohol Public Information and Education/NOHS

Description:

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

Budget: \$450,000.00 Section 405d-15

Project Grant Number: 405d-15-07
Project Grant Title: Alcohol Enforcement Coordination, Enforcement Initiatives & Equipment/NOHS

Description:

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

Budget: \$225,000.00 Section 405d-15

Project Grant Number: 405d-15-08
Project Grant Title: Felony Motor Vehicle Prosecution Unit/
Douglas County Attorney's Office

Description:

Funding assistance is provided to the Douglas County Attorney's Office to enhance community safety by creating a unit to consolidate felony motor vehicle cases for aggressive prosecution by specialized, experienced attorneys thus taking dangerous offenders off the streets and deterring future offenses. The attorneys will maintain a caseload of active cases which will allow more time to work with law enforcement agencies to prepare sufficient evidence for felony charges and thereby obtain more felony convictions.

Budget: \$185,000.00 Section 405d-15

Project Grant Number: 405d-15-09

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

Description:

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

Budget: \$350,000.00 Section 405d-15

Project Grant Number: 405d-15-10

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

Description:

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

Budget: \$182,400.00 Section 405d-15

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

Project Number	Project Grant Title	Budget	Budget Source
402-15-06	Nebraska Collegiate Consortium To Reduce High-Risk Drinking	\$222,023.00	402
402-15-09	Alcohol Program Coordination	\$95,000.00	402
402-15-10	Alcohol Public Information and Education	\$370,000.00	402
402-15-11	Alcohol Equipment Support	\$40,000.00	402
402-15-12	Alcohol Selective Overtime Enforcement	\$75,000.00	402
402-15-17	MADD Court Monitoring Program Evaluation and Education Project	\$147,415.00	402
402-15-18	Underage Alcohol Enforcement Initiatives	\$65,000.00	402
402-15-25	Traffic Training	\$35,000.00	402
402-15-39	Prosecutorial Response to DUI Crimes	\$123,800.00	402
402-15-40	Project Night Life Expansion	\$139,240.00	402
402-15-41	Judicial Prosecution Training	\$38,000.00	402
Total 402 Funds		\$1,350,478.00	
405d-15-02	In-Car Cameras	\$200,000.00	405d-15
405d-15-03	Breath Testing Equipment	\$150,000.00	405d-15
405d-15-04	Drug Recognition Expert Training & Recertification	\$65,000.00	405d-15
405d-15-05	Alcohol Selective Overtime	\$250,000.00	405d-15
405d-15-06	Alcohol Public Information and Education	\$450,000.00	405d-15
405d-15-07	Special Alcohol Enforcement Initiatives & Equipment	\$225,000.00	405d-15
405d-15-08	Felony Motor Vehicle Prosecution Unit	\$185,000.00	405d-15
405d-15-09	Support of Evidence Based Environmental Strategies	\$350,000.00	405d-15
405d-15-10	24/7 Sobriety Program	\$182,400.00	405d-15
Total 405d Funds		\$2,057,400.00	
Total 402 Funds		\$1,350,478.00	402
Total 405d-15		\$2,057,400.00	405d-15
Total All Funds		\$3,407,878.00	

Section 402 - Occupant Protection Program Area

Targets:

- Reduce unrestrained passenger vehicle occupant fatalities by 18.3% from 91.8 (2008-2012 average) to 75 in 2015.
- Increase observed seat belt use rate by 4.1% from 82.9 (2008-2012 average) 86.3% in 2015.

Project Grant Number: 402-15-03

Project Grant Title: Occupant Protection Program Coordination/NOHS

Description:

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

Budget: \$80,000.00 Section 402

Project Grant Number: 402-15-04

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

Description:

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

Budget: \$375,000.00 Section 402

Project Grant Number: 402-15-05

Project Grant Title: Custer County Campaign Buckle-Up/
Central Nebraska Community Services, Inc.

Description:

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

Budget: \$13,815.00 Section 402

Project Grant Number: 402-15-38

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

Description:

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

Budget: \$80,000.00 Section 402

Section 405b - Occupant Protection Low Use Funding

The goal of the 405b Occupant Protection Incentive project is to increase statewide safety belt and child restraint usage. This will provide funding for law enforcement incentives and media campaigns for “Click It or Ticket”, child passenger safety seats, and observations surveys. These funds are used to increase observed seat belt use rate by 4.1% from 82.9 (2008-2012 average) 86.3% and to increase the observed child restraint usage from the 2013 observed rate of 95.9 to 100% in 2015.

Project Grant Number: 405b-15-09
Project Grant Title: Child Passenger Safety/Training/NOHS

Description:

Grant funding provided to the NOHS to provide resources to Child Passenger Safety (CPS) instructors and technicians to provide enhanced training and parent education (i.e., mailings, brochures, videos, newsletters, subscriptions). Provide funding assistance through the Mini-Grant Contract Application and

Budget: \$60,000.00 Section 405b-15

Project Grant Number: 405b-15-10
Project Grant Title: Occupant Protection/Public Education/NOHS

Description:

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

Budget: \$150,000.00 Section 405b-15

Project Grant Number: 405b-15-12
Project Grant Title: Child Passenger Safety/CSS Purchase/Distribution/NOHS

Description:

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

Budget: \$30,000.00 Section 405b-15

Project Grant Number: 405b-15-13
Project Grant Title: Occupant Protection/Information System/NOHS

Description:

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

Budget: \$134,000.00 Section 405b-15

Project Grant Number: 405b-15-14

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

Description:

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

Budget: \$264,000.00 Section 405b-15

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-03	Occupant Protection Program Coordination	\$80,000.00	402
402-15-04	Occupant Protection Public Information and Education	\$375,000.00	402
402-15-05	Custer County Campaign Buckle-Up	\$13,815.00	402
402-15-38	Click It Don't Risk It Coalition	\$80,000.00	402
Total 402 Funds		\$548,815.00	
405b-15-09	Child Passenger Safety/Training	\$60,000.00	405b-15
405b-15-10	Occupant Protection/Public Education	\$150,000.00	405b-15
405b-15-12	Child Passenger/Public Education/Distribution	\$30,000.00	405b-15
405b-15-13	Occupant Protection/Information System	\$134,000.00	405b-15
405b-15-14	Occupant Protection High Visibility Enforcement	\$264,000.00	405b-15
Total 405/405b Total		\$638,000.00	
Total 402 Funds		\$548,815.00	402
Total 405b-15 Funds		\$638,000.00	405b-15
Total All Funds		\$1,186,815.00	

Section 402 - Police Traffic Services Program Area

Targets:

- Reduce fatal, A and B injury crashes by 9.9% from 5,167.8 (2008-2012 average) to 4,658 in 2015.
- Reduce all other factors – fatal, A and B injury crashes by 6% from 4,148 (2008-2012 average) 3,868 in 2015.

Project Grant Number: **402-15-27**

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

Description:

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

Budget: \$50,000.00 Section 402

Section 402 - Police Traffic Services Program Area Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-27	Traffic Selective Overtime Enforcement	\$50,000.00	402
Total 402 Funds		\$50,000.00	

Section 402 - Traffic Records Program Area

Target:

- Reduce all other factors – fatal, A and B injury crashes by 6% from 4,148 (2008-2012 average) 3,868 in 2015.

Project Grant Number: **402-15-30**

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

Description:

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

Budget: \$10,000.00 Section 402

Project Grant Number: **402-15-31**

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

Description:

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

Budget: \$15,000.00 Section 402

Section 405c - State Traffic Safety Information Improvements

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

Project Grant Number: **405c-15-01**

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

Description:

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

Budget: \$389,100.00 Section 405c-15

Project Grant Number: **405c-15-02**

Project Grant Title: **Omaha Crash Reporting System/ Nebraska Department of Roads**

Description:

The target of this project is to reduce the number of days between the submittal of Omaha investigator reports and data retrieval from the Highway Safety Information (HSI) system. The current process averages 90 days with the target goal being less than 45 days. Through this grant it will increase the accuracy rate of Omaha Investigator submitted reports by eliminating hard-to-read hand written reports and replacing them with typed electronic versions. Once entered electronically, crash data will be interfaced with the HSI database without human intervention, increasing speed and accuracy and the delivery of crash information to users of the information.

Budget: \$100,000.00 Section 405c-15

Project Grant Number: 405c-15-03

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

Description:

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

Budget: \$234,085.00 Section 405c-15

Project Grant Number: 405c-15-11

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

Description:

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

Budget: \$35,619.00 Section 405c-15

Project Grant Number: 405c-15-14

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

Description:

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

Budget: \$164,578.00 Section 405c-15

Project Grant Number: 405c-15-15

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

Description:

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

Budget: \$35,619.00 Section 405c-15

Project Grant Number: 405c-15-16

Project Grant Title: Nebraska Traffic Records Program Coordination/NOHS

Description:

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

Budget: \$25,000.00 Section 405c-15

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-30	Traffic Records	\$10,000.00	402
402-15-31	Computer Systems	\$15,000.00	402
Total 402 Funds		\$25,000.00	
405c-15-01	E-Citation Automation	\$389,100.00	405c-15
405c-15-02	Omaha Crash Reporting System	\$100,000.00	405c-15
405c-15-03	Investigator E-Crash Reporting System	\$234,085.00	405c-15
405c-15-11	EMS Data Quality Assessment & Improvement	\$35,619.00	405c-15
405c-15-14	Crash Outcome Data Evaluation System (CODES)	\$164,578.00	405c-15
405c-15-15	E-CODE Data Quality Assessment and Improvement	\$35,619.00	405c-15
405c-15-16	Traffic Records Program Coordination	\$25,000.00	405c-15
Total 405c Funds		\$984,001.00	
Total 402 Funds		\$25,000.00	402
Total 405c-14 Funds		\$984,001.00	405c-15
Total All Funds		\$1,009,001.00	

Section 402 - Distracted Driving Program Area

Targets:

- The distracted driver – fatal, A and B injury crashes will likely increase by 5.6% from 746 (2008-2012 average) to 791 in 2015. Note: The increase will be due to improve reporting.
*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Followed Too Closely
- To reduce drivers age 20 or younger involved in fatal crashes by 39% from 40.6 (2008-2012 average) to 25 in 2015

Project Grant Number: 402-15-13

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

Description:

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

Budget: \$80,000.00 Section 402

Project Grant Number: 402-15-22

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

Description:

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

Budget: \$30,500.00 Section 402

Section 402 - Distracted Driving Program Area Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-13	Distracted Driving Public Information and Education	\$80,000.00	402
402-15-22	Preventing Distracted Driving Among Teenage Drivers	\$30,500.00	402
Total 402 Funds		\$110,500.00	

Section 402 - Identification and Surveillance Program Area

Targets:

- The distracted driver – fatal, A and B injury crashes will likely increase by 5.6% from 746 (2008-2012 average) to 791 in 2015. Note: The increase will be due to improve reporting.
- To reduce drivers age 20 or younger involved in fatal crashes by 39% from 40.6 (2008-2012 average) to 25 in 2015
- Reduce pedestrian fatalities by 9% from 8.8 (2008-2012 average) to 8 in 2015.
- Reduce bicyclist fatalities by 28.6% from 1.4 (2008-2012 average) to 1 in 2015.

Project Grant Number: 402-15-19

Project Grant Title: Youth Public Information and Education/NOHS

Description:

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

Budget: \$40,000.00 Section 402

Project Grant Number: 402-15-21

Project Grant Title: Youth Program Coordination/NOHS

Description:

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

Budget: \$25,000.00 Section 402

Project Grant Number: 402-15-23

Project Grant Title: Traffic Safety Program Coordination/NOHS

Description:

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

Budget: \$142,000.00 Section 402

Project Grant Number: 402-15-24

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

Description:

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

Budget: \$35,000.00 Section 402

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-19	Youth Public Information and Education	\$40,000.00	402
402-15-21	Youth Program Coordination	\$25,000.00	402
402-15-23	Traffic Safety Program Coordination	\$142,000.00	402
402-15-24	Traffic Safety Public Information and Education	\$35,000.00	402
Total 402 Funds		\$242,000.00	

Section 402 - Speed Control Program Area

Targets:

- Reduce speed-related fatal, A and B injury crashes by 25% from 388 (2008-2012 average) to 291 in 2015.
- Reduce speed-related fatalities by 14% from 35 (2008-2012) 30 in 2015.

Project Grant Number: 402-15-32

Project Grant Title: Speed Program Coordination/NOHS

Description:

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

Budget: \$10,000.00 Section 402

Project Grant Number: 402-15-35

Project Grant Title: Speed Public Information and Education/NOHS

Description:

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

Budget: \$50,000.00 Section 402

Section 402 - Speed Control Program Area Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-32	Speed Program Coordination	\$10,000.00	402
402-15-35	Speed Public Information and Education	\$50,000.00	402
Total 402 Funds		\$60,000.00	

Section 402 - Speed Enforcement Program Area

Targets:

- Reduce speed-related fatal, A and B injury crashes by 25% from 388 (2008-2012 average) to 291 in 2015.
- Reduce speed-related fatalities by 14% from 35 (2008-2012) to 30 in 2015.

Project Grant Number: 402-15-26

Project Grant Title: Traffic Law Enforcement/Nebraska Crime Commission

Description:

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

Budget: \$75,815.00 Section 402

Project Grant Number: 402-15-33

Project Grant Title: Speed Selective Overtime Enforcement/NOHS

Description:

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

Budget: \$50,000.00 Section 402

Project Grant Number: 402-15-34

Project Grant Title: Speed Equipment/NOHS

Description:

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

Budget: \$60,000.00 Section 402

Section 402 - Speed Enforcement Program Area Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-15-26	Traffic Law Enforcement	\$75,815.00	402
402-15-33	Speed Selective Overtime Enforcement	\$50,000.00	402
402-15-34	Speed Equipment	\$60,000.00	402
Total 402 Funds		\$185,815.00	

Section 405f - Motorcyclist Safety Grant

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

Targets:

- Reduce motorcyclist fatalities by 25% from 18.6 (2008-2012 average) to 14 in 2015.
- Reduce un-helmeted motorcyclist fatalities by 54.5% from 2.2 (2008-2012 average) to 1 in 2015.

Project Grant Number: 405f-15-01

Project Grant Title: Motorcycle Public Information and Education/NOHS

Description:

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

Budget: \$54,000.00 Section 405f-15

Project Grant Number: 405f-15-02

Project Grant Title: Motorcycle Training Assistance/NOHS

Description:

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

Budget: \$20,000.00 Section 405f-15

Section 2010/405f- Motorcyclist Safety Grant Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
405f-15-01	Motorcycle Public Information and Education	\$54,000.00	405f-15
405f-15-02	Motorcycle Training Assistance	\$20,000.00	405f-15
Total 405f Funds		\$74,000.00	

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

State: Nebraska

Fiscal Year: 2015

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

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

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

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

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

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

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

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

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

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

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



Signature Governor's Representative for Highway Safety

6/25/14
Date

Randall D. Peters

Printed name of Governor's Representative for Highway Safety

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

State: Nebraska

Fiscal Year: 2015

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

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

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



Signature Governor's Representative for Highway Safety

6/25/14
Date

Randall D. Peters

Printed name of Governor's Representative for Highway Safety

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

Part 1: Occupant Protection (23 CFR 1200.21)

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

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 73.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 73-78.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 78-80.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 80-87.

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

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

Legal citation(s):

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

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # 87.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # 88.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # 88 - 90.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on 6/20/2014;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

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

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

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

- A copy of *[check one box only]* the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # 91 or submitted electronically through the TRIPRS database on 6/25/2014.
 - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # 102 or submitted electronically through the TRIPRS database on 6/25/2014.
 - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 102 or submitted electronically through the TRIPRS database on 6/25/2014.
 - The name and title of the State's Traffic Records Coordinator is Fred E Zwonechek, Nebraska Highway Safety Administrator.
 - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 129-131 or submitted electronically through the TRIPRS database on 6/25/2014.
 - *[Check one box below and fill in any blanks under that checked box.]*
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages
- OR**
- If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # 129-184.
 - The State's most recent assessment or update of its highway safety data and traffic records system was completed on 7/22/2011.
-

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [Check one box below and fill in any blanks under that checked box.]
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
 - OR
 - For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [Check one box below and fill in any blanks under that checked box.]
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
 - OR
 - For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- [Check one box below and fill in any blanks under that checked box.]
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
 - OR
 - For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

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

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

- The State's ignition interlock law was enacted on 9/17/1993 and last amended on 4/23/2014, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Neb. Rev. Stat. 29-2259.01, 60-480(12), 60-497.01, 60-498.01, 60-498.02, 60-4,115(4), 60-4,118.06, 60-6,197.01, 60-6,197.03, 60-6,197.05, 60-6,197.06, 60-6,209 (reprieve orders), 60-6,211.05, 60-6,211.11, 83-1,127.02 (reprieve orders)

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

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

Legal citations:

- Prohibition on texting while driving:

- Definition of covered wireless communication devices:

- Minimum fine of at least \$25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

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

Legal citations:

- Prohibition on youth cell phone use while driving:

 - Driver license testing of distracted driving issues:

 - Minimum fine of at least \$25 for first offense:

 - Increased fines for repeat offenses:

 - Exemptions from youth cell phone use ban:

-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # 188
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # 186 - 188
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 189 - 190
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 186 - 188
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # 186 - 188

Motorcyclist awareness program:

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

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

Applying as a Law State –

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

Legal citation(s):

AND

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

Legal citation(s):

Applying as a Data State –

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

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

[Fill in all applicable blanks below.]

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

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

Legal citations:

- Testing and education requirements:

- Driving restrictions:

- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:

- Exemptions from graduated driver licensing law:

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

Legal citations:

- Driving restrictions:

[Redacted]

- Minimum duration:

[Redacted]

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

[Redacted]

- Exemptions from graduated driver licensing law:

[Redacted]

Additional Requirements During Both Learner’s Permit and Intermediate Stages

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

Legal citation(s):

[Redacted]

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

Legal citation(s):

[Redacted]

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

- Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable.

Legal citation(s):

[Redacted]

OR

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

OR

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

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

FY2015 Nebraska Planned Participation in the Click It or Ticket National Mobilization Description:

- Beginning May 1, 2015, the Nebraska Office of Highway Safety will initiate an intensified paid media campaign for *Click It or Ticket* that will support the upcoming enforcement effort. The paid media will include electronic (radio, TV, theater, and internet), print (newspaper and magazine), and billboard (gas pump and truck side) for a total expenditure of \$250,000. The campaign messaging will continue beyond the enforcement operation until June 30, 2015.
- In addition to the nationally designated *Click It or Ticket* enforcement period of May 18 – May 31, 2015, the Nebraska Office of Highway Safety will include the May 12 – May 18, 2014 and the June 2 – 9, 2014, to enhance the national *Click It or Ticket* enforcement effort for Nebraska. The total enforcement operation expenditure will be \$350,000 or an additional 10,000+ hours of seat belt enforcement, both day and night, with the bulk of the enforcement occurring during the *May 18 – May 31, 2015* designated period.

FY2015 Nebraska Occupant Protection Plan

How Significant is the Problem?

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

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

What is the Nebraska Goal?

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

What are the Contributing Factors?

Road and Area Type

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

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

Location

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

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

Crash Type

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

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

The Passenger

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

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

Role of Safety Belt in Injury Severity

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

Time-of-Day & Day of Week

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

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

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

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

Some Existing Safety Activities

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

Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide *Click It or Ticket* mobilization (national in May and the state designated one in November). The Nebraska Office of Highway Safety (NOHS) provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (50% daytime and 50% nighttime) and a majority of weekend operations with priority given to the top 23 counties with the highest fatal and serious injury crashes. The 22 Priority Counties FY2015 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

Click It or Ticket

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

Rollover/Seat Belt Demonstration Units

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

“Friday Night Lights” demonstrations have proven especially successful with immediate increases of observed belt use.

Statewide Coalition Support

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

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



Drive Smart Nebraska Members

June 2014

	Organization	Name
1	AAA Nebraska	Rose White
2	Alegent Creighton Health	Justin Parsley
3	Brain Injury Association of Nebraska	Peggy Reisher
4	Central City Police Department/EMS	Dick Smithson
5	Consultant	Cindy Jeffrey
6	Department of Health & Human Services - Injury Prevention Program	Peg Ogea-Ginsburg
7	Department of Health & Human Services - Injury Prevention Program	Jeanne Bietz
8	Department of Health & Human Services - School Health	Carol Tucker
9	Department of Health & Human Services - School Health	Michaela Meismer
10	EMS/Trauma	Ashley Newmyer
11	Lincoln-Lancaster Health Department/Safe Kids LLCHD	Julie Anderson
12	National Safety Council, Nebraska	Danielle Knudson
13	National Safety Council, Nebraska	Mikki Chullino
14	Nebraska Association of Local Health Directors	Vicki Duey
15	Nebraska Medical Association	Carole Bates
16	Nebraska Office of Highway Safety	Tim Jasnoch
17	Nebraska Safety Center, University of Nebraska - Kearney	Brandon Benitz
18	Nebraska Safety Council	Laurie Klosterboer
19	Nebraska State Patrol	Tim Salmen
20	Novartis Pharmaceuticals	Kate Kulesher Jarecke
21	PHAN	Rita Paris
22	Ponca Tribe Injury Prevention Program	Shanna Wolff
23	Safe Kids Nebraska	Jason Kerkman
24	Schmeeckle Research Inc.	Joyce Schmeeckle
25	Schmeeckle Research Inc.	Will Schmeeckle
26	State Farm Midwest Regional Office	Coleen Nielsen
27	State Farm Midwest Regional Office	Nate McHargue
28	State Farm Midwest Regional Office	Kelly Pargett

Paid Multi-Media Belt Use Campaign

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

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

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

Nebraska Occupant Restraint Coordination

Then NOHS Administrator serves as the state’s Occupant Protection Coordinator. The NOHS is the lead agency in developing and implanting occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2015 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable goals for increasing seat belt and child restraint use.

Nebraska Child Passenger Inspection Stations

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

There are currently 25 inspection stations serving 58 of the 93 counties in Nebraska and reaching 90% of the state’s population. These inspection stations, with 351 available certified Child Passenger Safety technicians, provide monthly service child restraint and occupant protection education.

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

	Locations/Contacts	Counties Served - Updated 5/20/2014
1	Alliance Fire Department 315 Cheyenne, Alliance, NE 69301	Box Butte, Morrill
2	Avera St. Anthony’s Hospital 300 North 2 nd , P.O. Box 270, O’Neill, NE 68763	Antelope, Boyd, Holt, Rock
3	Boone County Health Center 723 West Fairview Street, Albion, NE 68620	Antelope, Boone, Greeley, Nance, Madison
4	Brodstone Memorial Hospital / Good Beginnings 520 East 10 th , Superior, NE 68978	Clay, Nuckolls, Thayer, Webster
5	Children’s Hospital & Medical Center 8200 Dodge Street, Omaha, NE 68114	Douglas
6	Community Action Partnership Western Nebraska 3350 N 10th (Scottsbluff Fire Dept), Gering, NE 68341	Scotts Bluff

7	Faith Regional Health Services, Inc. 2700 West Norfolk Avenue, Norfolk, NE 68701	Madison, Pierce, Stanton, Wayne
8	Four Corners Health Department 2101 N. Lincoln Avenue, York, NE 68467	Butler, Polk, Seward, York
9	Johnson County Hospital 202 High Street, Tecumseh, NE 68450	Johnson
10	Lancaster County Health Department 3140 N Street, Lincoln, NE 68510	Lancaster
11	Lincoln County Kids Safe (LinCKS) Bob Spady GM, 2302 East 4 th , North Platte, NE 69101	Dawson, Frontier, Keith, Lincoln, Logan
12	National Safety Council, Nebraska 11620 M Circle, Omaha, NE 68137	Cass, Dodge, Douglas, Sarpy, Saunders, Washington
13	Nebraska State Patrol - Troop A Headquarters 4411 South 108 th , Omaha, NE 68137	Cass, Douglas, Sarpy
14	OneWorld Community Health Centers, Inc. – Multi-lingual 4920 South 30th Street, Suite 103, Omaha, NE 68107	Cass, Douglas, Sarpy
15	Saint Elizabeth Regional Medical Center 6900 L Street, Lincoln, NE 68510	Lancaster
16	Safe Kids Platte Valley/Good Samaritan Hospital Killion Motors, 715 Central Ave., Kearney, NE 68848	Buffalo, Dawson, Franklin, Furnas, Gosper, Harlan, Kearney, Phelps
17	Safe Kids South Central Lincoln Fire Park Station, 1145 South Hastings Avenue, Hastings, NE 68901	Adams, Clay, Nuckolls, Webster
18	Safe Kids Southeast Nemaha County Sheriff's Department, 1805 "N" Street, Auburn, NE 68305	Gage, Johnson, Nemaha, Otoe, Pawnee, Richardson
19	Saint Elizabeth Regional Medical Center 6900 L Street, Lincoln, NE 68510	Lancaster
20	Saint Francis Medical Center 2620 West Faidley, Grand Island, NE 68803	Hall, Hamilton, Merrick, Nance
21	Saint Francis Memorial Hospital Car Seat Program 430 N. Monitor Street, West Point, NE 68038	Burt, Colfax, Cuming, Dodge, Thurston
22	Sarpy/Cass Department of Health & Wellness – Multi-lingual 701 Olson Drive, Suite 101, Papillion, NE 68046	Cass, Sarpy
23	Three Rivers District Health Department 33 W 4th Street, Fremont, NE 68025	Dodge, Saunders, Washington
24	Western Community Health Resources 821 Morehead St., Chadron, NE 69337	Dawes, Sheridan, Sioux
25	Webster County Community Hospital 6th & Franklin, Red Cloud, NE 68970	Franklin, Nuckolls, Webster

Nebraska Child Passenger Inspection Stations by Population Totals					
	County	Population		County	Population
1	Adams	31,610	30	Lancaster	297,036
2	Antelope	6,456	31	Lincoln	36,051
3	Boone	5,388	32	Logan	763
4	Box Butte	11,305	33	Madison	35,278
5	Boyd	2,032	34	Merrick	7,802
6	Buffalo	47,893	35	Morrill	4,908
7	Burt	6,574	36	Nance	3,623
8	Butler	8,312	37	Nemaha	7,157
9	Cass	25,357	38	Nuckolls	4,413
10	Clay	6,392	39	Otoe	15,752
11	Colfax	10,425	40	Pawnee	2,709
12	Cuming	8,996	41	Phelps	9,213
13	Dawes	9,088	42	Pierce	7,150
14	Dawson	24,207	43	Polk	5,275
15	Dodge	36,515	44	Richardson	8,125
16	Douglas	537,256	45	Rock	1,411
17	Franklin	3,085	46	Sarpy	169,331
18	Frontier	2,709	47	Saunders	20,929
19	Furnas	4,865	48	Scotts Bluff	36,848
20	Gage	21,864	49	Seward	17,089
21	Gosper	1,972	50	Sheridan	5,251
22	Greeley	2,494	51	Sioux	1,313
23	Hall	60,720	52	Stanton	6,133
24	Hamilton	9,112	53	Thayer	5,189
25	Harlan	3,513	54	Thurston	6,895
26	Holt	10,449	55	Washington	20,223
27	Johnson	5,144	56	Wayne	9,411
28	Kearney	6,548	57	Webster	3,688
29	Keith	8,130	58	York	13,883
				Total	1,681,260
Total State Population					1,868,516
Percent of Counties Represented					90.0%

Source: U.S. Census Bureau, 2013

FY2015 Nebraska Plan for Child Passenger Safety (CPS) Technicians

The Nebraska Office of Highway Safety (NOHS) annually partners with the Nebraska Department of Health and Human Services (DHHS) Division of Public Health and Nebraska Safe Kids in the coordination of the CPS activities involving CPS: instructors; technicians; inspection stations; and seat distribution. The state has successfully maintained a sufficient annual pool of approximately 351 available certified CPS Technicians from across the state to support the state’s 25 CPS inspection stations and frequently held checkup events. Administrators of CPS inspection stations, local SAFE KIDS coordinators, and certified CPS instructors are called upon to continually recruit potential new CPS Technician candidates. This process has proven to be effective in finding replacements for those CPS Technicians that discontinue their service or move to another jurisdiction.

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

the necessary CEUs to maintain their certification.

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

Nebraska Child Passenger Safety Technician Listing – June 2014

	First Name	Last Name	City	County	Certificate Expiration Date	Status
1	Kristin	Abbink	Omaha	Douglas	9/3/2015	Certified Technician
2	Christopher	Abbott	Bellevue	Sarpy	5/16/2016	Certified Technician
3	Amanda	Ablott	Hastings	Adams	6/1/2015	Certified Technician
4	Debra	Ainslie	Chadron	Dawes	2/22/2016	Certified Technician
5	Linda	Ainslie	Scottsbluff	Scotts Bluff	3/29/2016	Certified Technician
6	CJ	Alberico	Omaha	Douglas	5/10/2015	Certified Technician
7	Linda	Alfred	Gering	Scotts Bluff	4/29/2016	Certified Technician
8	Matthew	Alm	Lexinton	Dawson	6/24/2015	Certified Technician
9	Annette	Alohaid	Lincoln	Lancaster	10/11/2014	Certified Technician
10	Jenna	Anderson	Omaha	Douglas	10/1/2015	Certified Technician
11	Julie	Anderson	Lincoln	Lancaster	10/22/2015	Certified Technician
12	Phylis	Anderson	St. Paul	Howard	8/14/2015	Certified Technician
13	Stacey	Anderson	Lincoln	Lancaster	4/6/2016	Certified Technician
14	Adrienne	Ashley	Omaha	Douglas	8/24/2015	Certified Technician
15	Sandra	Babin	Scottsbluff	Scotts Bluff	3/29/2016	Certified Technician
16	Jody	Bacon	Dakota City	Dakota	6/24/2014	Certified Technician
17	Teri	Barnard	Palisade	Hitchcock	10/11/2014	Certified Technician
18	Laura	Bartlett	Omaha	Douglas	10/8/2014	Certified Technician
19	Ashley	Beach	Unadilla	Otoe	8/24/2015	Certified Technician
20	Carolyn	Beethe	Tecumseh	Johnson	10/22/2015	Certified Technician
21	Keith	Bell	Omaha	Douglas	3/11/2016	Certified Technician
22	Gracie	Benak	Omaha	Douglas	6/24/2014	Certified Technician
23	Scott	Benson	Lincoln	Lancaster	10/1/2015	Certified Technician
24	Anna	Bialas	Grand Island	Hall	10/8/2014	Certified Technician
25	Jeanne	Bietz	Lincoln	Lancaster	5/1/2015	Certified Instructor
26	Brittany	Bigham	Hastings	Adams	6/24/2015	Certified Technician
27	Evelyn	Binder	Clay Center	Clay	6/16/2014	Certified Technician
28	Janel	Binder	Waverly	Lancaster	9/16/2014	Certified Technician
29	Shawna	Biodrowski	Papillion	Sarpy	10/1/2015	Certified Technician
30	Jennifer	Blair	Lincoln	Lancaster	6/16/2015	Certified Technician
31	Heidi	Blessing	Beatrice	Gage	9/18/2014	Certified Technician
32	Stacey	Blizek	Lincoln	Lancaster	9/29/2015	Certified Technician
33	Sherri	Blome	Chadron	Dawes	5/1/2015	Certified Instructor
34	Susan	Bochart	Loup City	Sherman	6/1/2015	Certified Technician
35	Amy	Bockelman	Norfolk	Madison	9/1/2015	Certified Technician
36	Jami	Boggy	Omaha	Douglas	8/26/2014	Certified Technician
37	Stephanie	Bonnema	Omaha	Douglas	3/19/2015	Certified Technician
38	Megan	Boone-Stoll	Lincoln	Lancaster	9/18/2014	Certified Technician
39	Amy	Borg	Omaha	Douglas	9/21/2014	Certified Instructor
40	Tera	Boyd	McCook	Red Willow	6/24/2015	Certified Technician
41	Carrie	Branson	Fairbury	Jefferson	6/16/2015	Certified Technician
42	Linda	Branting	Tecumseh	Johnson	6/1/2015	Certified Technician
43	Jami	Brester	West Point	Cuming	6/24/2016	Certified Technician
44	Michael	Brittenham	Columbus	Platte	6/1/2015	Certified Technician

45	Taleya	Broadway-Mack	Omaha	Douglas	1/27/2016	Certified Technician
46	Kenzie	Broders	Raymond	Lancaster	9/18/2014	Certified Technician
47	Elizabeth	Bronson	Omaha	Douglas	8/24/2015	Certified Technician
48	Sara	Bruening	Omaha	Douglas	11/18/2014	Certified Technician
49	Trisha	Bruntz	Hastings	Adams	6/24/2015	Certified Technician
50	Ann	Brunzell	Omaha	Douglas	5/1/2015	Certified Instructor
51	Suzanne	Bullock	Madrid	Perkins	4/27/2015	Certified Technician
52	Lindsey	Burhoop	Bancroft	Cuming	6/17/2015	Certified Technician
53	Debra	Byers	Elkhorn	Douglas	8/26/2014	Certified Technician
54	Cruz	Cabrera	Omaha	Douglas	8/24/2015	Certified Technician
55	Chelsea	Campbell	Crete	Saline	10/1/2015	Certified Technician
56	Alyssa	Cardona	Omaha	Douglas	10/1/2015	Certified Technician
57	Molly	Carlson	Saint Paul	Howard	10/8/2014	Certified Technician
58	Fred	Carritt	Blair	Washington	10/1/2015	Certified Technician
59	Mike	Cerny	Scottsbluff	Scotts Bluff	11/18/2014	Certified Technician
60	Tamara	Chamberlin	Kearney	Buffalo	9/18/2014	Certified Technician
61	Brooke	Chaney	Auburn	Nemaha	10/16/2015	Certified Technician
62	Julie	Chramosta	Gibbon	Buffalo	10/8/2014	Certified Technician
63	Niki	Chrisman	Henderson	York	6/24/2015	Certified Technician
64	Heather	Church	Osceola	Polk	10/8/2014	Certified Technician
65	Darin	Clark	Hastings	Adams	7/19/2015	Certified Technician
66	Michelle	Classen	Norfolk	Madison	10/1/2015	Certified Technician
67	Kate	Collins	Lincoln	Lancaster	9/21/2014	Certified Technician
68	Lora	Conley	Omaha	Douglas	10/13/2014	Certified Technician
69	Anne	Conlon	Omaha	Douglas	5/16/2016	Certified Technician
70	Lolly	Cook	Wahoo	Saunders	6/24/2014	Certified Technician
71	Lynne	Cook	Lincoln	Lancaster	10/1/2015	Certified Technician
72	Roger	Cox	Bellevue	Sarpy	8/24/2015	Certified Technician
73	Michelle	Crawford	Lincoln	Lancaster	10/11/2014	Certified Instructor
74	Jamie	Cummings	Kearney	Buffalo	7/1/2015	Certified Technician
75	Monet	Davies	Omaha	Douglas	3/29/2016	Certified Technician
76	Patty	Davis	Sutherland	Lincoln	4/27/2015	Certified Technician
77	Ann	Dawson	Lincoln	Lancaster	10/1/2015	Certified Technician
78	Tonya	Dean	Falls City	Richardson	6/24/2014	Certified Technician
79	Joseph	Debban	Kearney	Buffalo	8/26/2014	Certified Technician
80	Valerie	DeJonge	Hastings	Adams	7/1/2015	Certified Technician
81	Tom	Dibbern	Aurora	Hamilton	2/27/2015	Certified Technician
82	Elizabeth	Dolezal	Lincoln	Lancaster	9/6/2015	Certified Technician
83	Lynn	Dolezal	Lincoln	Lancaster	6/13/2015	Certified Technician
84	Josephine	Dominguez	Omaha	Douglas	8/24/2015	Certified Technician
85	Miranda	Drahota	Omaha	Douglas	8/15/2014	Certified Technician
86	Lisa	Duffield	Lincoln	Lancaster	10/1/2015	Certified Technician
87	Haley	Duncan	Osceola	Polk	10/8/2014	Certified Technician
88	Christine	Dunton	Sidney	Cheyenne	10/16/2015	Certified Technician
89	Stefanie	Dvorak	Norfolk	Madison	10/1/2015	Certified Technician
90	Sarah	Economides	Lincoln	Lancaster	10/21/2015	Certified Technician
91	Teri	Ellis	Grant	Perkins	3/29/2016	Certified Technician
92	Sara	Estrada	North Platte	Lincoln	10/21/2015	Certified Technician
93	Scott	Eveland	Ogallala	Keith	2/12/2016	Certified Instructor
94	Tracy	Eveland	Ogallala	Keith	5/4/2016	Certified Technician
95	Dessa	Farrand	Hastings	Adams	10/16/2015	Certified Technician
96	Catey	Ferdinand	Fremont	Dodge	3/29/2016	Certified Technician
97	Dan	Fiala	Aurora	Hamilton	2/27/2015	Certified Technician
98	Serena	Findley	North Platte	Lincoln	5/8/2016	Certified Technician
99	Deanna	Finke	Gothenburg	Dawson	6/24/2015	Certified Technician

100	Cheree	Fisher	Bridgeport	Morrill	3/29/2016	Certified Technician
101	Ron	Fisher	Ogallala	Keith	4/9/2015	Certified Technician
102	Amanda	Fletcher	Beatrice	Gage	10/16/2015	Certified Technician
103	Kristine	Flyinghawk	Niobrara	Knox	3/30/2016	Certified Technician
104	Melanie	Frear	Grand Island	Hall	10/23/2014	Certified Technician
105	Jane	Freeburg	Dalton	Cheyenne	8/14/2015	Certified Technician
106	Gina	Frerichs	Columbus	Platte	2/27/2015	Certified Technician
107	Rachel	Frickel	O'Neill	Holt	10/8/2014	Certified Technician
108	Rebecca	Fry	Grand Island	Hall	7/1/2015	Certified Technician
109	Sarah	Fuller	Lincoln	Lancaster	9/21/2014	Certified Technician
110	Stephanie	Gardeman	Fremont	Dodge	8/26/2014	Certified Technician
111	Kay	Gerdes	Nebraska City	Otoe	10/16/2015	Certified Technician
112	Tatiana	Glinsmann	Loup City	Sherman	10/21/2015	Certified Technician
113	Gloria	Goodenberger	Boys Town	Douglas	6/24/2014	Certified Technician
114	Georgene	Gottsch	Valley	Douglas	8/15/2014	Certified Technician
115	Rebecca	Graham	Sidney	Cheyenne	3/29/2016	Certified Technician
116	Carl	Grubb	Bellevue	Sarpy	4/27/2016	Certified Technician
117	Sharon	Grunke	Norfolk	Madison	8/14/2015	Certified Technician
118	Carol	Hamik	Hastings	Adams	5/1/2015	Certified Instructor
119	Heidi	Haney	Omaha	Douglas	6/24/2014	Certified Technician
120	Michael	Hanke	York	York	6/1/2015	Certified Technician
121	Amy	Hanna	Grand Island	Hall	6/24/2015	Certified Technician
122	Amy	Hansen	Lincoln	Lancaster	10/8/2014	Certified Technician
123	Connie	Hardin	Fairbury	Jefferson	6/13/2015	Certified Technician
124	Elizabeth	Harding	Omaha	Douglas	3/29/2016	Certified Technician
125	Marcia	Harmon	Falls City	Richardson	10/1/2015	Certified Technician
126	Sara	Harris	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
127	Tameshia	Harris	Omaha	Douglas	1/27/2016	Certified Technician
128	Kim	Haskin	Seward	Seward	5/10/2015	Certified Technician
129	Pamela	Hatch	Hastings	Adams	6/17/2015	Certified Technician
130	Krista	Heineman	Thurston	Thurston	6/1/2015	Certified Technician
131	Lynne	Heithoff	Norfolk	Madison	5/1/2015	Certified Technician
132	Lynda	Henke	Columbus	Platte	9/21/2014	Certified Technician
133	Ben	Hennecke	Lincoln	Lancaster	10/16/2015	Certified Technician
134	Jodi	Henry-Reynolds	Niobrara	Knox	8/26/2015	Certified Technician
135	Nicole	Hicken	Grand Island	Hall	3/29/2016	Certified Technician
136	Bradley	Higgins	Neligh	Antelope	9/1/2015	Certified Technician
137	Nicholas	Hinman	Alliance	Box Butte	9/14/2015	Certified Technician
138	Amanda	Hodgen	Hastings	Adams	6/24/2015	Certified Technician
139	Curtis	Hofrock	Sidney	Cheyenne	4/9/2015	Certified Technician
140	Adam	Hollingshead	Sidney	Cheyenne	4/9/2015	Certified Technician
141	Celeste	Homan	York	York	9/16/2014	Certified Technician
142	Kassidy	Horst	Wisner	Cuming	4/28/2015	Certified Technician
143	Todd	Hovey	McCook	Red Willow	6/17/2015	Certified Technician
144	Jamie	Howrey	Winnebago	Thurston	3/6/2015	Certified Technician
145	Thomas	Hudiburgh	Ogallala	Keith	5/8/2016	Certified Technician
146	Megan	Huebner	North Platte	Lincoln	10/8/2014	Certified Technician
147	Veta	Hungerford	Long Pine	Brown	5/1/2015	Certified Technician
148	Terri	Huston	Lincoln	Lancaster	10/8/2014	Certified Technician
149	Jane	Husz	Papillion	Sarpy	5/3/2016	Certified Technician
150	Desaray	Ishii	Fort Calhoun	Washington	4/27/2016	Certified Technician
151	Jennifer	Jacobitz	Prosser	Hall	7/12/2015	Certified Technician
152	Jennifer	Jaeger	Wakefield	Dixon	6/24/2015	Certified Technician
153	Hayley	Jambor	Lincoln	Lancaster	10/8/2014	Certified Technician
154	Laura	Jana	Omaha	Douglas	9/1/2015	Certified Technician

155	Mary	Jankovich	Papillion	Sarpy	8/24/2015	Certified Technician
156	Joan	Jansen	Omaha	Douglas	9/21/2015	Certified Technician
157	Eric	Janssen	Broken Bow	Custer	6/24/2015	Certified Technician
158	Jennifer	Janzen	Lincoln	Lancaster	9/6/2015	Certified Technician
159	Amanda	Jeffres	Burwell	Garfield	6/12/2016	Certified Technician
160	Eileen	Jensen	Bellevue	Sarpy	4/27/2016	Certified Technician
161	Lisabeth	John	Grand Island	Hall	9/13/2014	Certified Technician
162	Jessica	Johnson	McCook	Red Willow	2/27/2015	Certified Technician
163	Gena	Jones	Norfolk	Madison	10/1/2015	Certified Technician
164	Bryn	Jordan	Loomis	Phelps	6/24/2015	Certified Technician
165	Clay	Jordan	Loomis	Phelps	6/24/2015	Certified Technician
166	Amy	Jurgensen	Cordova	Seward	5/1/2015	Certified Technician
167	Amy	Juszyk	Omaha	Douglas	8/15/2014	Certified Technician
168	Kira	Kaltenbach	Omaha	Douglas	10/8/2014	Certified Technician
169	Helen	Kampfe	Lincoln	Lancaster	5/10/2015	Certified Instructor
170	Colleen	Karmazin	Blue Hill	Webster	7/14/2016	Certified Technician
171	Amy	Kaspar	Omaha	Dodge	8/24/2015	Certified Technician
172	Barbara	Keegan	Hemingford	Box Butte	10/1/2015	Certified Technician
173	Mary	Kelly	Boys Town	Douglas	4/27/2016	Certified Technician
174	Jason	Kerkman	Lincoln	Lancaster	9/18/2014	Certified Technician
175	Kaitlann	King	Omaha	Douglas	10/8/2014	Certified Technician
176	Tracy	King	Omaha	Douglas	8/19/2014	Certified Instructor
177	Anthony	Kitto	Niobrara	Knox	3/30/2016	Certified Technician
178	Nicole	Knoll	Sidney	Cheyenne	5/8/2016	Certified Technician
179	Danielle	Knudson	Omaha	Douglas	8/26/2014	Certified Instructor
180	Jennifer	Koehlmoos	O'Neill	Holt	5/10/2015	Certified Technician
181	Teresa	Kohle	Stuart	Holt	6/1/2015	Certified Technician
182	Leah	Krantz	Newcastle	Dixon	10/16/2014	Certified Technician
183	Bobbi	Kuhlman	Scottsbluff	Scotts Bluff	4/9/2015	Certified Technician
184	Kate	Kunz	O'Neill	Holt	10/1/2015	Certified Instructor
185	Denise	Kurpgeweit	Neligh	Antelope	4/28/2015	Certified Technician
186	Ananda	Kyle	Juniata	Adams	8/1/2015	Certified Technician
187	Heidi	Larson	Scottsbluff	Scotts Bluff	4/29/2016	Certified Technician
188	Jody	Latta	Stratton	Hitchcock	10/11/2014	Certified Technician
189	Zac	Lauenstein	Beatrice	Gage	9/18/2014	Certified Technician
190	Paul	Leibhart	Cozad	Dawson	10/8/2014	Certified Technician
191	Ed	Lemburg	O'Neill	Holt	8/23/2016	Certified Technician
192	Nancy	Lemke	Hastings	Adams	6/1/2015	Certified Technician
193	Jenny	Leonhardt	Lincoln	Lancaster	10/8/2014	Certified Technician
194	Nicole	Levander	Albion	Boone	9/21/2014	Certified Technician
195	Stephanie	Lewis	Gretna	Sarpy	5/3/2016	Certified Technician
196	Jackie	Liess	Kearney	Buffalo	8/1/2015	Certified Technician
197	Becky	Loewe	Lincoln	Lancaster	10/22/2015	Certified Technician
198	Miranda	Lopez	Fremont	Dodge	6/13/2015	Certified Technician
199	Amber	Lubben	Hebron	Thayer	8/24/2015	Certified Technician
200	Kristin	Luethke	Lincoln	Lancaster	6/1/2015	Certified Technician
201	Denise	Lynes	LaVista	Douglas	9/16/2014	Certified Technician
202	Amy	Marshall	Hastings	Adams	6/1/2015	Certified Technician
203	Carol	Martin	Eagle	Cass	9/18/2014	Certified Technician
204	Brandee	Marx	Omaha	Douglas	10/31/2015	Certified Technician
205	Carrie	Maryott	Lyons	Burt	5/3/2016	Certified Technician
206	Scott	Mascher	Bayard	Morrill	4/9/2015	Certified Technician
207	Marilyn	McDaniel	Imperial	Chase	6/13/2015	Certified Technician
208	Angelynn	McGee	Omaha	Douglas	8/26/2015	Certified Technician
209	Kerry	McManigal	Lincoln	Lancaster	10/16/2015	Certified Technician

210	Nelva	McNeff	Palmer	Merrick	10/1/2015	Certified Technician
211	Tiffany	Melroy	Minden	Kearney	8/24/2014	Certified Technician
212	Ellen	Mettenbrink	Lincoln	Lancaster	6/1/2015	Certified Technician
213	Ryan	Meyer	Omaha	Douglas	9/18/2014	Certified Technician
214	Dava	Mier	Niobrara	Knox	3/30/2016	Certified Technician
215	Kristi	Mitchell	Omaha	Douglas	4/28/2015	Certified Technician
216	Stacey	Mitchell	Neligh	Antelope	8/26/2014	Certified Technician
217	Tim	Monzon	McCook	Red Willow	6/24/2015	Certified Technician
218	Justin	Moore	Axtell	Kearney	7/31/2014	Certified Technician
219	Jodi	Muessigmann	Fremont	Dodge	10/1/2015	Certified Technician
220	Heather	Muller	Milford	Seward	8/26/2016	Certified Technician
221	Stacey	Muller	Papillion	Sarpy	8/15/2014	Certified Technician
222	Lisa	Munoz	Omaha	Douglas	10/1/2015	Certified Technician
223	Dawn	Murphy	Niobrara	Knox	8/16/2015	Certified Technician
224	Mandy	Murphy	Mitchell	Scotts Bluff	3/29/2016	Certified Technician
225	Kelly	Myers	Lincoln	Lancaster	9/18/2014	Certified Technician
226	Kathleen	Naden	Hastings	Adams	7/1/2015	Certified Technician
227	Rachel	Naiman	Geneva	Fillmore	9/18/2014	Certified Technician
228	Amy	Nelson	Bellevue	Sarpy	11/18/2014	Certified Technician
229	Jaala	Nelson	Seward	Seward	11/29/2014	Certified Technician
230	Kelly	Nelson	Omaha	Douglas	8/26/2014	Certified Technician
231	Amanda	Nielsen	Minden	Kearney	3/14/2016	Certified Technician
232	Tiffany	Nordmeyer	Bennington	Douglas	5/3/2016	Certified Technician
233	Carolyn	O'Brien	North Platte	Lincoln	6/1/2015	Certified Technician
234	Kathie	O'Dell	Seward	Seward	8/24/2015	Certified Technician
235	Becky	Odyssey	Omaha	Douglas	6/13/2015	Certified Technician
236	Kilee	Oetjen	Walton	Lancaster	9/21/2014	Certified Technician
237	Peg	Ogea-Ginsburg	Lincoln	Lancaster	5/1/2015	Certified Instructor
238	Sheryl	Ohrt	Kearney	Buffalo	6/1/2015	Certified Instructor
239	Amy	Osborne	Lincoln	Lancaster	9/7/2015	Certified Technician
240	Laura	Osborne	Auburn	Nemaha	5/1/2015	Certified Instructor
241	Sheri	Ostermeier	Lincoln	Lancaster	10/8/2014	Certified Technician
242	Jaclyn	Ostronic	Omaha	Douglas	8/24/2015	Certified Technician
243	Kate	Ott	La Vista	Douglas	8/26/2015	Certified Technician
244	Nathan	Parrish	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
245	Stacey	Pawling	Scribner	Dodge	8/24/2015	Certified Technician
246	Susan	Pawloski	Papillion	Sarpy	11/18/2014	Certified Technician
247	Robyn	Pearson	Gothenburg	Dawson	6/24/2014	Certified Technician
248	Jennifer	Penick	La Vista	Douglas	5/19/2016	Certified Technician
249	Jorge	Perez	Hastings	Adams	2/27/2015	Certified Technician
250	Joy	Perina	Omaha	Douglas	11/18/2014	Certified Technician
251	Ashley	Peters	Lincoln	Lancaster	10/1/2015	Certified Technician
252	Courtney	Petersen	Norfolk	Madison	10/8/2014	Certified Technician
253	Jessica	Peterson	Beatrice	Gage	6/24/2014	Certified Technician
254	Paula	Peterson	Wayne	Wayne	6/13/2015	Certified Technician
255	Allison	Pettit	Lodgepole	Cheyenne	4/27/2015	Certified Technician
256	Matt	Phillips	Columbus	Platte	4/27/2016	Certified Technician
257	Tim	Pickering	Lincoln	Lancaster	9/1/2015	Certified Instructor
258	Roy	Pinnt	Norfolk	Madison	6/17/2015	Certified Technician
259	Erin	Ponec	Papillion	Sarpy	6/16/2015	Certified Technician
260	Christy	Prang	Lincoln	Lancaster	10/1/2015	Certified Technician
261	April	Reed	Columbus	Platte	8/5/2015	Certified Technician
262	Lori	Reed	Omaha	Douglas	6/24/2014	Certified Technician
263	Lisa	Reichter	Omaha	Douglas	5/10/2015	Certified Technician
264	Rosalinda	Reyna	Omaha,	Douglas	8/24/2015	Certified Technician

265	Janet	Riley	Indianola	Red Willow	6/24/2014	Certified Technician
266	Brandy	Rogers	Hastings	Adams	6/22/2015	Certified Technician
267	Chase	Rohrer	Omaha	Douglas	4/28/2015	Certified Technician
268	Jolene	Rosenkrans	O'Neill	Holt	8/5/2015	Certified Technician
269	Helen	Rosso	North Platte	Lincoln	10/1/2014	Certified Technician
270	Allison	Rowden	Broken Bow	Custer	3/29/2016	Certified Technician
271	William	Rowell	Nebraska City	Otoe	9/26/2014	Certified Technician
272	Melissa	Rupp	Gering	Scotts Bluff	5/18/2016	Certified Technician
273	Scott	Rutten	Stanton	Stanton	11/1/2015	Certified Technician
274	Suzanne	Rutten	Stanton	Stanton	10/1/2015	Certified Instructor
275	Geneva	Ruzicka	Grand Island	Hall	6/26/2015	Certified Technician
276	April	Sando	Omaha	Douglas	5/3/2016	Certified Technician
277	Amy	Sanford	Lincoln	Lancaster	9/18/2014	Certified Technician
278	Jon	Sanko	Holdrege	Phelps	12/8/2015	Certified Technician
279	Abby	Saunders	Omaha	Douglas	6/11/2014	Certified Technician
280	Danica	Schaap	Omaha	Douglas	8/24/2015	Certified Technician
281	Lisa	Schawang	Falls City	Richardson	6/24/2016	Certified Technician
282	Heather	Schoenholz	Imperial	Chase	6/13/2015	Certified Technician
283	Cecelia	Schrunk	Atkinson	Holt	8/23/2014	Certified Technician
284	Bethany	Sedivy	Pender	Thurston	9/18/2014	Certified Technician
285	Monica	Sedlacek	Blue springs	Gage	8/8/2015	Certified Technician
286	Amanda	Shannon	Lincoln	Lancaster	6/24/2014	Certified Technician
287	Jamie	Shifflet	Cambridge	Furnas	6/24/2014	Certified Technician
288	Stacy	Shoemaker	ONeill	Holt	10/1/2015	Certified Technician
289	Daniel	Smith	Blair	Washington	9/3/2015	Certified Technician
290	Jaclyn	Smith	Omaha	Douglas	5/1/2015	Certified Technician
291	Jill	Snyder	Lincoln	Lancaster	9/16/2014	Certified Technician
292	Dave	Soule	Kearney	Buffalo	3/29/2016	Certified Technician
293	Chad	Sprunk	Fairbury	Jefferson	2/27/2015	Certified Technician
294	Kamilah	Stapleton	Omaha	Douglas	1/27/2016	Certified Technician
295	Jennifer	Steventon	Papillion	Sarpy	8/26/2015	Certified Technician
296	Brian	Stolley	La Vista	Douglas	8/24/2015	Certified Technician
297	Melinda	Sturgill	Grand Island	Hall	6/1/2015	Certified Technician
298	Margaret	Svitak	Norfolk	Madison	6/1/2015	Certified Technician
299	Jill	Svoboda	Norfolk	Madison	4/28/2015	Certified Technician
300	Randy	Teboe	Niobrara	Knox	4/28/2015	Certified Technician
301	Roseanna	Terrell	Bridgeport	Morrill	3/29/2016	Certified Technician
302	Suzane	Terrell	Sidney	Cheyenne	3/29/2016	Certified Technician
303	Shawn	Thallas	Blair	Washington	10/1/2015	Certified Technician
304	Christa	Thelen	Omaha	Douglas	3/2/2015	Certified Technician
305	Neal	Thomas	Plattsmouth	Cass	5/30/2015	Certified Technician
306	Charlene	Thome	Omaha	Douglas	11/1/2015	Certified Technician
307	Dixie	Thompson	Chadron	Dawes	4/27/2015	Certified Technician
308	Ruthi	Thompson	Lincoln	Lancaster	10/1/2015	Certified Technician
309	Timothy	Tichy	Omaha	Douglas	5/10/2015	Certified Instructor
310	Jamie	Tilson	Holdrege	Phelps	2/27/2015	Certified Technician
311	Jamie	Tinsman	Hastings	Adams	6/24/2015	Certified Technician
312	Stephanie	Tinsman	Hastings	Adams	10/8/2014	Certified Technician
313	Sofia	Toben	Fremont	Dodge	8/26/2014	Certified Technician
314	Ladonna	Tool	Lincoln	Lancaster	6/1/2015	Certified Instructor
315	Karen	Triplett	Kearney	Buffalo	10/1/2015	Certified Technician
316	Ruby	Tupper	Grand Island	Hall	10/8/2014	Certified Technician
317	Anna	Turman	Chadron	Dawes	11/1/2015	Certified Technician
318	Monica	Ultes	Papillion	Sarpy	8/26/2015	Certified Technician
319	Brandy	Urbanec	Lincoln	Lancaster	6/24/2014	Certified Technician

320	Hector	Uribe	Omaha	Douglas	8/24/2015	Certified Technician
321	Brenda	Urrutia	Omaha	Douglas	4/27/2016	Certified Technician
322	Mark	Van Horn	Chadron	Dawes	4/1/2015	Certified Instructor
323	Natalie	Vance	Boys Town	Douglas	8/15/2014	Certified Technician
324	Sharon	Vandegrift	Fairbury	Jefferson	8/1/2015	Certified Technician
325	Charlotte	Vaughan	Chadron	Dawes	5/18/2016	Certified Technician
326	Martha	Vinge-Sheridan	Sutton	Clay	8/1/2015	Certified Technician
327	Amanda	Voborny	Ogallala	Keith	5/8/2016	Certified Technician
328	Linda	Waldron	Hastings	Adams	8/1/2015	Certified Technician
329	Jamie	Wallace	Scottsbluff	Scotts Bluff	6/5/2015	Certified Technician
330	Penny	Warren	Omaha	Douglas	9/21/2014	Certified Technician
331	Nevia	Washington	Omaha	Douglas	6/24/2014	Certified Technician
332	Verlene	Watson	Superior	Nuckolls	6/1/2015	Certified Technician
333	Lori	Watts	Doniphan	Hall	10/23/2014	Certified Technician
334	Leigh	Webber	Superior	Nuckolls	5/1/2015	Certified Technician
335	Lynisha	Weeda	Sidney	Cheyenne	2/18/2016	Certified Technician
336	Michelle	Weimer	Scottsbluff	Scotts Bluff	9/11/2015	Certified Technician
337	Rachel	Werner	Syracuse	Otoe	10/16/2015	Certified Technician
338	Carrie	West	Norfolk	Madison	9/1/2015	Certified Technician
339	Nichol	White	Lincoln	Lancaster	9/18/2014	Certified Technician
340	Mandi	Wiarda	Omaha	Douglas	8/26/2014	Certified Technician
341	Jerilyn	Wickersham	Nebraska City	Otoe	10/8/2014	Certified Technician
342	Jessica	Wiese	Omaha	Douglas	8/26/2014	Certified Technician
343	Michelle	Wiggins	Lincoln	Lancaster	9/21/2014	Certified Technician
344	Kim	Wilken	Omaha	Douglas	10/22/2015	Certified Technician
345	Marilyn	Wilson	McCook	Red Willow	6/17/2015	Certified Technician
346	Jay	Wingler	Omaha	Douglas	8/26/2014	Certified Technician
347	Jamie	Wright	Norfolk	Madison	4/28/2015	Certified Technician
348	Tina	Wright	Lincoln	Lancaster	10/1/2015	Certified Technician
349	Valerie	Wright	Norfolk	Madison	4/28/2015	Certified Technician
350	Kimberly	Yungdahl	Osceola	Polk	8/23/2014	Certified Technician
351	Lindsay	Zechmann	Kearney	Buffalo	8/26/2014	Certified Technician

Nebraska Occupant Protection Laws

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

Legal Citations

§60-6,267 and 60-6,270 - Requirement for all occupants to be secured in a seat belt or age appropriate child restraint

§60-6,267 and 60-6,270 - Coverage of all passenger motor vehicles

§60-6,268 and 60-6,272 - Maximum fine of at least \$25

§60-6,267 and 60-6,270 - Exemptions from restraint requirements

FY2015 Nebraska Seat Belt Enforcement Plan

The Seat Belt Enforcement Plan includes a proven combination of public information and education supported by a proactive law enforcement effort throughout FY2015.

Nebraska recruits every law enforcement agency (sheriffs, police, and the State Patrol) to participate in the national “Click It or Ticket” enforcement mobilization of May 18, 2015 – May 31, 2015, with special

emphasis in the 22 priority counties (represents 81.5% of the state's population) among all 93 counties. Grant funding requires that 50% of the hours of nighttime enforcement

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

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

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

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

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

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

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

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

FY2015 Nebraska High Risk Population Countermeasure Program

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

82% (465 of 565) of the unbelted vehicle occupant fatalities occurred in rural areas

50% (285 of 565) of the unbelted vehicle occupant fatalities occurred on local roadways

64% (361 of 565) of the unbelted vehicle occupant fatalities were male

33% (186 of 565) of the unbelted vehicle occupant fatalities were males between the ages of 16 and 43

39% (223 of 565) of the unbelted vehicle occupant fatalities occurred between the hours of 9:00 pm and 6:00 am

52% (295 of 565) of the unbelted vehicle occupant fatalities were recorded on Friday through Sunday

61% (347 of 565) of the unbelted vehicle occupant fatalities resulted from single vehicle run-off-the road crashes

Nebraska Identified High Risk Driver Countermeasure Efforts

The Nebraska Office of Highway Safety (NOHS) and the Nebraska State Patrol (NSP) have been conducting joint efforts to target rural counties with high percentages of unbelted vehicle occupant fatalities with a combined proactive enforcement and public information campaign. The NOHS provides grant funding to NSP and conducts pre and post-implementation seat belt use observation surveys to

determine immediate impact. This is followed by a second NOHS observation survey conducted approximately six months after implementation to evaluate the long term impact.

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

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

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

The NOHS has prioritized the top 22 counties with the most fatal and injury crashes for FY2015. The local law enforcement agencies (sheriffs and police departments), along with the NSP are given priority consideration for working locations in these counties. The high risk teens and young adult drivers with nighttime and weekend enforcement strategies are emphasized.

FY2015 Nebraska Comprehensive Occupant Protection Program

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

Child Passenger Safety (CPS)

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

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

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

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

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

With the 2013 State of Nebraska observed child passenger safety seat use rate at 95.9% with 96.6% of those children riding in the rear seats, the effectiveness of the CPS messaging and activity is excellent.

Seat Belts

The comprehensive effort for the seat belt effort utilizes several groups and organizations. The first is the Strategic Highway Safety Plan (SHSP) Leadership Group, a group of four cabinet level positions

appointed by the Governor who provide direction and decision making for the SHSP. They are: the Director/State Engineer for the Nebraska Department of Road, the Director of the Nebraska Department of Motor Vehicles, the Superintendent of the Nebraska State Patrol and the Chief Medical Officer for the Department of Health and Human Services.

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

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

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

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

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

The state's most recently conducted seat belt use observation survey results indicated that 79.1% of the drivers and front seat passengers were using seat belts. The rate has leveled off since 2007 with rates fluctuating between a low of 79% to a high of 85%. With an error rate of +/- 3.5%, it would appear that the actual use rate may be about 82%.

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

Occupant Protection Assessment

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

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

Nebraska Traffic Records Coordinating Committee Charter

- Section 1: The Nebraska Traffic Records Coordinating Committee (TRCC) was established in 2006, under the authority and direction of the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR).
- Section 2: The TRCC has been created as an ad hoc group of key multidisciplinary Nebraska highway safety and traffic records system data collectors, custodians, operators, and users that have review and approval authority with respect to Nebraska highway safety data and traffic records systems, the technologies use to keep such systems current, TRCC membership, the TRCC coordinator, and changes in the Nebraska multi-year Traffic Record System Strategic Plan.
- Section 3: The TRCC will monitor and evaluate the progress of the specified goals and objectives that have been identified in the multi-year strategic plan and make adjustments in performance measures where and when they deem it to be appropriate. The TRCC will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in the administration, collection, and use of highway safety data and traffic records.
- Section 4: The TRCC will be sponsored by the GR and the Nebraska Office of Highway Safety (NOHS). The NOHS Administrator has been designated by the GR as the official TRCC Coordinator. The NOHS Administrator has assigned the NOHS traffic records grant project manager to plan, organize, and facilitate the TRCC meetings with input from other stakeholder members. The TRCC activity will be funded by the NOHS.
- Section 5: The stakeholder members of the TRCC are agency representatives from the Nebraska: Department of Roads; Department of Health and Human Services, Department of Motor Vehicles, Court Administrator; and Commission on Law Enforcement and Criminal Justice. Additional stakeholder members include representatives from local police departments and sheriff's offices. Other partner members include representatives from the Nebraska Hospital Association, the Nebraska Attorney General, University of Nebraska, local health departments, insurance organizations, local traffic engineers, among others.
- Section 6: The identified key Stakeholder member representatives have agreed to biannually submit signed documents confirming their continued support and commitment to participate on the TRCC.
- Section 7: The TRCC will hold meetings, at least, three times annually. Meetings will include reports of: traffic record system project improvements; progress with recommendations from the most recently completed Nebraska Traffic Records Assessment; and strategic planning activity.


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



Dave Heineman
Governor

STATE OF NEBRASKA

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

NEBRASKA OFFICE OF HIGHWAY SAFETY
PO Box 94612 • Lincoln NE 68509-4612
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<http://transportation.nebraska.gov/nohs/>

State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Department of Health and Human Services

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

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

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

Signature of Agency Representative

9/20/13

Date

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

Printed Name

Chief Medical Officer and Director, Division of Public Health

Title Department of Health and Human Services





Dave Heineman
Governor

STATE OF NEBRASKA

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

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State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support

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Dean J. Cole 3-19-13 DEAN J. COLE
Signature of Agency Representative Date Printed Name

NEBRASKA EMS/TRAUMA PROGRAM ADMINISTRATOR
Title

An Equal Opportunity/Affirmative Action Employer





Dave Heineman
Governor

RECEIVED

MAR 08 2013

NE Office of Highway Safety

STATE OF NEBRASKA

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

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State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support

Nebraska State Patrol

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

Superintendent of Law Enforcement & Public Safety
Title





RECEIVED

MAR 13 2013

STATE OF NEBRASKA

Dave Heineman
Governor

NE Office of Highway Safety

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

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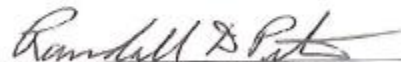
State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support

Department of Roads

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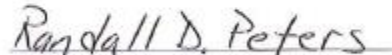
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Signature of Agency Representative

3/11/13

Date



Printed Name



Title





Dave Heineman
Governor

STATE OF NEBRASKA

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

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State of Nebraska Traffic Records Coordinating Committee Agency Stakeholder Support

Department of Motor Vehicles

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Rhonda K. Lahm 3/6/13
Signature of Agency Representative Date

Rhonda K. Lahm
Printed Name

Director, Dept of Motor Vehicles
Title





Dave Heineman
Governor

STATE OF NEBRASKA

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

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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Commission on Law Enforcement and Criminal Justice

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Signature of Agency Representative

Date

06 June 2014

Darrell Fisher

Printed Name

Executive Director, Nebraska Commission on Law Enforcement & Criminal Justice

Title





Dave Heineman
Governor

STATE OF NEBRASKA

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

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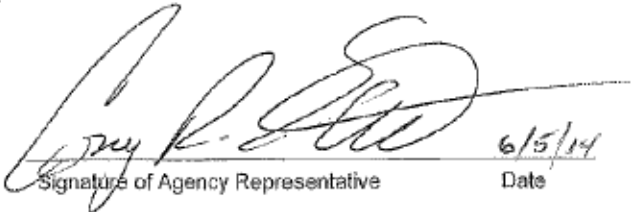
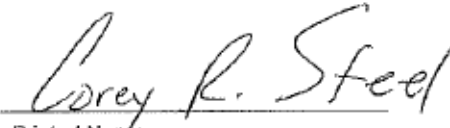
State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

State Court Administrator

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	6/5/14	
Signature of Agency Representative	Date	Printed Name

Nebraska State Court Administrator
Title





Dave Heineman
Governor

STATE OF NEBRASKA

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

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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Department of Health and Human Services

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Ming Qu 03/08/2013 Ming Qu
Signature of Agency Representative Date Printed Name

Unit Administrator
Title

An Equal Opportunity/Affirmative Action Employer





Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS
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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Lancaster County Sheriff's Office

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Terry T. Wagner

March 6, 2013

Terry T. Wagner

Signature of Agency Representative

Date

Printed Name

Lancaster County Sheriff

Title





Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS
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State of Nebraska Traffic Records Coordinating Committee
Agency Stakeholder Support

Omaha Police Department

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

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

Chief of Police - City of Omaha
Title

An Equal Opportunity/Affirmative Action Employer



Nebraska Traffic Records Coordination Committee Members

June 2014

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

Nebraska Traffic Records Coordination Committee Meeting Schedule

Past Meetings

July 25, 2013

December 24, 2013

May 15, 2014 – Cancelled moved to following month

June 12, 2014

Schedule FY2015 Meetings

September 25, 2014

January 22, 2015

April 23, 2015

July 23, 2015

AGENDA

TRAFFIC RECORDS COORDINATING COMMITTEE
July 25, 2013
10:00 – 11:30 AM

State Office Building – Conference Room LL-D

Welcome and Introductions:

Bob Comer
Nebraska Office of Highway Safety

Sign – In Sheet

Topics for Discussion:

Fred Zwonechek: 405 Information – Federal (MAP 21) & state level
Available handout: **TRCC Strategic Plan Mission Statement and Priorities**

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

408-13 Traffic Record Project Reports:

Please bring a written report (approximately 15 copies) and prepare to give a brief oral report of your 2013 408 grant activity for the third quarter (April – June).

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

Please review your copy of the **Traffic Records Assessment** final report (July 17 – 22, 2011) as discussion will be held on four of the recommendations. These include the first two recommendations found on page 17; the first recommendation found on page 53; and the first recommendation found on page 75.

Any other related questions or information requests.

Next meeting date – **October 31, 2013 NSOB LL-D (10:00 – 11:30 am)**

NEBRASKA OFFICE OF HIGHWAY SAFETY

Nebraska Traffic Records Coordinating Committee Meeting Minutes

July 25, 2013

www.transportation.nebraska.gov/nohs

WELCOME AND INTRODUCTIONS

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

INTRODUCTIONS

Bob Corner, Nebraska Office of Highway Safety

Shane Dostal, City of Lincoln (Public Works)

Doug Fuller, Nebraska Department of Health and Human Services

Matt Garai, Nebraska Department of Health and Human Services

Bob Grant, Nebraska Department of Roads

Guangming Han, Nebraska Department of Health and Human Services

Qiao Ma, Nebraska Department of Health and Human Services

Ashley Newmyer, Nebraska Department of Health and Human Services

Mike Overton, Nebraska Crime Commission

Sean Owings, Nebraska Department of Roads

John Perry, Federal Highway Administration

Wesley Siebenneicher, Nebraska Department of Roads

Virenda Singh, City of Lincoln (Public Works)

Dan Waddle, Nebraska Department of Roads

Fred Zwonechek, Nebraska Office of Highway Safety

Announcements:

- Bob Corner stated that Nebraska Office of Highway (NOHS) is waiting to hear from NHTSA Region 7 regarding the FY14 Nebraska's Performance-Based Strategic Traffic Safety Plan. This plan contains the Traffic Records funding section and information submitted for the Section 405 FY14 Interim Progress Traffic Record report.
- Bob Corner explained that Traffic Records Coordinating Committee (TRCC) members who work with one of the State's six Traffic Records System Components (1. Crash Data, 2. Roadway Data, 3. Driver Data, 4. Vehicle Data, 5. Citation/Adjudication Data and 6. Statewide Injury Surveillance System Data) need to review their database "Model Performance Quality Control Measures". The FY14 Traffic Record's grants will require Quality Control (QC) measurements as a part of their monthly report. Bob will discuss this component as one of the topics at his site visits in August and September. Also any of the six Traffic Records Data Systems that do not have a FY14 grant will also have to demonstrate that improvements are being made. This currently would include the Roadway, Driver, and Vehicle state data systems.
- Fred Zwonechek presented information on the new NHTSA Map 21 transportation bill which was passed by Congress and his best guess as to when Nebraska will receive FY14 funding. All Highway Safety funding, other than 402 federal funds, are now included in a single federal funding program entitled 405 (this includes Traffic Record's funding). This should allow highway safety offices more flexibility in the use of the funds.
- Sean Owings reported that he has been in contact with Donald Truckenbrod, the Omaha Police Department (PD) Information Systems Manager. The Omaha PD has a contract with FATPOT which has developed an electronic crash report system for the department. In order for the Omaha PD to transmit the data directly to the Nebraska Department of Roads (NDOR)-Accident Records section a PDF component is required. As this wasn't part of the original contract with FATPOT, the Omaha PD has requested funding to accomplish this task. NOHS has agreed to provide a mini-grant for the development of PDF documents to the Omaha PD electronic crash report data system. The final piece for Omaha PD to transmit the reports electronically is for NDOR and the Omaha PD to build the XML schema between the agencies. It is hoped that this can be accomplished by the beginning of the 2014 calendar year.

Handouts:

The following handouts were provided:

- Copies of the traffic safety record grant priorities for FY14 and beyond for NOHS grant consideration were provided to TRCC members.
- A copy of the NHTSA document **Model Performance Measures for State Traffic Records Systems** was also provided.

408-13 PROJECT REPORTS:

Each Project Manager reported on their 2013 traffic record activity for the third quarter. Each provided a written copy of their report.

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

Mike Overton reported on the status of the E-Citation project.

(See attached Enhanced Mobile Reporting and Electronic Citations Progress Report)

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

Qiao Ma reported on the data quality assessment project.

(See attached Emergency Medical Service (EMS) Data Quality Assessment Project Progress Report)

408-13-14 Nebraska CODES (DHHS)

Ashley Newmyer reported on the Crash Outcome Data Evaluation (CODES) project.

(See attached Nebraska CODES Progress Report)

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

Ashley Newmyer reported for Matt Garai on the Electronic Crash Outcome Data Evaluation (E-CODE) project.

(See attached report E-CODE Data Quality Assessment Progress Summary)

Non- Funded Traffic Records Member Reports:

John Perry, Federal Highway Administration (FHWA), reminded the TRCC members that under Section 148 of the MAP-21 implementation of the FHWA Highway Safety Improvement Program (HSIP) that HSIP funding can be used to improve crash, roadway and traffic data systems.

Doug Fuller, EMS, Department of Health and Human Services (DHHS), reported the Governor signed DHHS's Rules and Regulations requiring that all EMS squads must submit electronic reports of ambulance runs within 3 days to DHHS. There is a 2 year grace period for this to occur. Doug wasn't sure if more EMS squads were sending EMS reports electronically to DHHS as a result of the announcement or if many would procrastinate until the grace period expires.

Discussion:

- TRCC members discussed and offered feedback on 4 recommendations from the copy of the **Traffic Records Assessment**.
 1. Perform a Quality Improvement Training needs assessment for the TRCC members.
 2. Develop basic quality metrics for each new system component and report on them regularly.
 3. Revisit the opportunity to include the analytic tools recommended in the **Highway Safety Manual** (Roadway Data System) in particular the SafetyAnalyst tool, as an addition to those presently used by the State's highway safety community.
 4. 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.

Next TRCC Meeting Date:

October 31, 2013 Nebraska State Office Building Conference Room LLD 10:00 – 11:30

Nebraska Crime Commission - Traffic Records Coordinating Committee Update
July 25, 2013

408-13-01 Enhanced Mobile Reporting & Electronic Citations

This summary covers April, 2013 through July, 2013.

- 1) We are trying to complete eCitations in various agencies.
 - a) We are extending TraCS for local agencies.
 - i) We have updated South Sioux City PD to version 10 and have tested the file transfer to NCJIS. It has not been turned on to fully as we are waiting for current data.
 - ii) Kearney and Buffalo County are still trying to lock down hardware to be able to upgrade.
 - iii) Grand Island PD installed the version 10 software in new laptops and are deploying those to their cars. We cannot go live until they have all of them deployed and we do training.
 - iv) We are sending NSP and Crime Commission staff to the national TraCS Steering Committee meeting next month.
 - v) Due to staff turnover at NSP we are looking at using Affinity to not only help with installations but with programming for barcodes on registrations and crash reports.
 - b) We are moving agencies ahead with Sleuth.
 - i) We had developed specifications with Sleuth for some eCitation enhancements including a full transfer of data and all images and ALR. We tested the transfer of citation data to NCJIS as well as the data format. We are moving ahead with citations in Johnson County.
 - ii) Small, one workstation agencies were initially offered an opportunity to use the online version of Sleuth. This option has since been withdrawn by Sleuth, citing infrastructure issues and commercial viability. We completed the upgrade to NCJIS and have contracted with Sleuth to install the online Sleuth through NCJIS for small agencies. They are migrating agencies to version 10.
- 2) We met with the courts to begin discussions about eFiling. Software Unlimited presented a proposal for work that is being reviewed by the courts.
- 3) DoR is working to transfer crash data from Sleuth to their system. They are starting with Johnson Co SO and Fremont PD.
- 4) Worked with DMV to enhance VTR details, included in a push to live in April. We are working with DMV to include all commercial plates in NCJIS.
- 5) Began work with DoR and NSP to map crash data. DoR added lat/long data to the extract provided to NCJIS. We are working with NSP to house crash maps on NCJIS.

EMS Data Quality Assessment Project Progress Report

July 2013

- As of now, 2012 EMS data from eNARSIS system is complete and available; 2012 EMS data from Lincoln Fire & Rescue service is available in the eNARSIS system; 2012 EMS data from Omaha Fire and Rescue is available in their own format.
- Created a standardized 2012 EMS data set which combined eNarsis, Omaha and Lincoln data sets. She cleaned the 2012 EMS data for the purpose of developing EMS service level data quality assessment report.
- Updated the SAS program for analyzing missing, valid and invalid values for 2012 EMS data and updated the EMS service level data quality assessment report template for 2012 data. She created a dictionary sheet as an appendix for the report. Now she is in the process of developing the reports.
- Developed 333 data quality assessment reports of all active EMS services for 2012 data.
- Updated 2011 EMS data by cleaning up the Omaha data based on incident type and transport time. Worked on the draft of EMS statewide annual report. As of now, the annual report has several sections including the results of overall EMS, pediatrics, trauma and cardiac events.
- Responded to a data request from Jane Ford Witthoff, who is the Health Director of Public Solutions, asking for information about average emergency medical service response time for cardiac events by county for those counties in her Local Health District (Saline, Thayer, Jefferson, Fillmore & Gage).
- Worked on EMS reporting timeliness assessment for 2012 data and identified services that reported more than 7 days from the event.

Appendix – Quality Control Measurements for the Statewide EMS Data

For 2012 data	As of:				
	10/31	11/30	12/1 – 4/30	5/31	6/1 – Now
% EMS reports sent to governing agency within 10 days of incident	59.75	59.81	No Update	70.57	No Update
% EMS reports sent to governing agency within 30 days of incident	72.85	72.89	No Update	80.38	No Update
Mean # days from incident to data availability on statewide system	21	21	No Update	32	No Update
% EMS run locations that match statewide location coding	99.41	99.41	No Update	99.53	No Update
% of EMS agencies contributing to the statewide database	73.15	73.15	No Update	83.10	No Update
% of records on EMS database that are NEMSIS compliant	81.62	81.64	No Update	82.27	No Update

Nebraska CODES Progress Report – July 2013

1. Meetings

The CODES Advisory Committee Meeting was held on July 19, 2013. At this meeting, Ashley Newmyer presented “Nebraska Teen Drivers: How are we doing?” Jeanne Bietz talked about Teens in the Driver Seat, and Guangming Han presented “Seatbelt Use to Save Face: Impact on driver’s body region and nature of injury in motor vehicle crashes. Matt Garai and Qiao Ma updated E-code and EMS project.

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

In April, Ashley participated in an EMS data management meeting discussing the implementation of NEMSIS v. 3 in Nebraska, and the Drive Smart Nebraska meeting. In May, Ashley met with Jeanne Bietz, Tom Safranek and Ming Qu to discuss preparation of a Teen Motor Vehicle Crash report. In June, Ashley attended an ICD-10 CM training.

2. Data Linkage and requests

We received 2012 crash data on July 8, 2013. Guangming is working on data cleaning and standardization.

NHTSA Final Progress report was prepared and submitted, this reported contained summary information from the beginning of the Nebraska CODES program to March 2013.

We responded to data requests from NHTSA, NTSB, injury prevention program, and other stakeholders. Injury prevention group requested numbers on suicides in Nebraska, also assisted in providing information on TBI injuries.

3. Research Projects

We submitted two abstracts to the 2013 International Traffic Records Forum annual meeting, which will be held at St. Paul, Minnesota October 27 - 30, 2013. One is *Seatbelt Use to Save Face: Impact on Drivers’ body region and nature of injury in motor vehicle crashes* The other is *Nebraska Teen Drivers: How are we doing?*.

Seatbelt Use to Save Face compares seatbelt use or not on injuries involved in motor vehicle crash by body region and nature of injury. The second study is investigating the characteristics of teen drivers involved in motor vehicle crash.

4. Other

We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use. We helped the injury surveillance program to update the state injury indicator report for 2011 and the TBI Special Emphasis Report for 2011.

Ashley Newmyer started as CODES administrator on May 1st, 2013.

E-code Data Quality Assessment Project Update

July 2013

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

Conducting quality assessment for E-code data

- The 2013 monthly E-Code data was received for April – June.
- Monthly reports were made and distributed to the hospitals for October of 2012 and Quarterly reports were made and distributed to the hospitals for the first 2 quarters of 2013.
- Slight modifications of SAS program were made based on the changes for the Valid N-code range. 905.00-909.99 N-codes are excluded from valid range.
- Quarterly reports contain percentages of Valid N-code/Valid E-code, No N-code/Valid E-code, Valid N-code/No E-code for that particular quarter. A rank of each facility's inpatient and ER valid records is included. A time trend by quarter is also included for each of the percentages and by inpatient/ER.

Meetings and other

- Finalized the VB distribution system.
 - Sends and saves a customized report with a customized cover letter to each facility on the contact list.
- NHA suggested:
 - Change the format of report back to quarterly from monthly.
 - Exclude the late effects range (905-909) from the valid Ncode range.

Accuracy												
2012-2013												
For the month of:												
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
% Correct N-codes and E-codes for Inpatients	65	65	65	74	74	71	74	71	71	71	71	71
% Correct N-codes and E-codes for Emergency Rooms	90	90	88	92	91	90	89	89	89	90	90	90

Timeliness									
As of:									
	Oct. 31st	Nov. 30th	Dec. 31st	Jan. 31st	Feb. 30th	Mar. 31st	Apr. 30th	May 31st	June 30th
Average Number of days from hospital/ED discharge until data is entered into database for 2012	36	36	36	37.25	37.25	35.29	33.13	32.13	30.82

AGENDA

TRAFFIC RECORDS COORDINATING COMMITTEE
December 12, 2013
10:00 – 11:30 AM

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

Welcome and Introductions:

Fred Zwonechek

Sign-In Sheet

Topics for Discussion:

Fred Zwonechek: Section 405 Information – Funding Updates

Sherri Cannon – NHTSA Region 7 Traffic Records Program Manager – Identification of Nebraska Project Progress Reports

Robert Eichkorn – New NHTSA Region 7 Nebraska Regional Program Manager – Introduction

Nebraska Traffic Record Project/Activity Reports:

Reporting Activity for the period July – December 2013

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

Open Topics:

Any other related questions or information requests.

Next meeting date – To Be Determined (likely March)

Adjourned

NEBRASKA OFFICE OF HIGHWAY SAFETY
Nebraska Traffic Records Coordinating Committee Meeting Minutes
December 12, 2013
www.transportation.nebraska.gov/nohs

WELCOME AND INTRODUCTIONS

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

INTRODUCTIONS

Greg Ariza, Attorney General's Office
Drew Bolzer, Lancaster County Sheriff's Office
Rachel Cooper, Department of Health and Human Services (DHHS)
Shane Dostal, City of Lincoln (Public Works)
Doug Fuller, DHHS
Bob Grant, Nebraska Department of Roads (NDOR)
Guangming Han, DHHS
Tim Jasnoch, Nebraska Office of Highway Safety (NOHS)
Linda Kearns, NOHS
Lt. Jay Leavitt, Omaha Police Department
Qjiao Ma, DHHS
Ashley Newmyer, DHHS
Mike Overton, Nebraska Crime Commission
Sean Owings, NDOR
Ming Qu, DHHS
Sue Rutledge, Nebraska Supreme Court-Court Services
Noelie Sherdon, DMV
Wesley Siebenneicher, NDOR
Shane Smith, Nebraska Supreme Court-Court Services
Russ Stanczyk, Nebraska State Patrol
Dan Waddle, NDOR
John Ways, NOHS
Lisa Wolfe, DMV
Fred Zwonechek, NOHS

Next Traffic Records Coordinating Committee Meeting Date:
May 15, 2014, NDOR, 5001 S 14th, Room 110, 10:00 a.m. – 11:30 a.m.

Announcements:

Fred Zwonechek reported that NHTSA Traffic Record funding required applications three times this past year. Thenew MAP-21 designated Section 405c (Traffic Records) funding are the former Section 408 funds. However, we will still have some unexpended Section 408 funding that will be expended in FY2014. The new traffic records funding amount awarded through January 15 is \$960,000. It is likely Congress will complete authorization for the funding package for FY2014 and the remaining funding will be reallocated to all states sometime after the first of the year. Another Section 405c allocation is expected. To date, the approved plan projects total for the FY2014 traffic records is \$776,000. The additional funding will be considered for existing or new projects where traffic record system deficiencies exist.

The new NHTSA Regional Administrator for Region 7 is Chris Murphy, who replaced Romell Cooks. Nebraska also has a new designated NHTSA Regional Program Manager. Mr. Robert Eichkorn is replacing Sherri Cannon who has been serving as the Nebraska Regional Program Manager.

408-13-01/405c-14-01 E-Citation Automation (Nebraska Crime Commission)

Mike Overton, Project Manager of the E-Citation project, reported they are working with the Grand Island and Kearney Police Departments as well as the Buffalo County Sheriff's Office to get online with E-Citations. They have been working with the Lancaster County Sheriff's Office to get them up and running with E-Citations. A new TRAC's meeting will be hosted in Nebraska in February. (See attached 408-14-01/ 405c-14-01 Report.)

405c-14-02 Drivers E-Crash Reporting System (Nebraska Department of Roads)

Sean Owings reported on the progress of the Drivers E-Crash Reporting System. In November, a contractor (DataBank)

was assigned to the project. Since they are familiar with the current OnBase imaging system, it should help to have this project move along faster while decreasing the cost of development. They continue to meet and gather detailed system and business requirements for the new E-DR41 system. (See attached 405c-14-02 Report.)

405c-14-11 EMS Data Quality Assessment (Department of Health and Human Services)

Ashley Newmyer reported on the EMS Data Quality Assessment Project and provided a table on the Quality Control Measurements for eNarsis Data by the end of 2012 and another for the first five months of 2013. The 2013 EMS data has been received and checked for the January through May period for eNarsis and Lincoln data plus the first two quarters of Omaha. A SAS program has been written for developing statewide and regional data quality assessment reports. At this time, seven regional and one statewide report have been completed with 2012 EMS data. She reported that they are working on a report involving cardiac events from 2011 for urgent EMS services. At this time, they are: 1) working on the 2012 EMS annual report; 2) modifying the format of EMS data quality assessment reporting; and 3) backing up the 2013 EMS files. (See attached 405c-14-11 report.)

405c-14-14 Nebraska CODES (DHHS)

Ashley also reported on the Nebraska CODES project. She made a presentation to the CODES Advisory Committee Meeting on teen drivers. Guangming Han presented on seat belt use and the impact of driver body regions and nature injuries. Qiao Ma updated the EMS data and Matt Garai provided an update on the E-Code project. The CODES team presented at the 39th Traffic Records Forum in October. The "Seat Belt Use to Save Face" was presented by Ming Qu. The Nebraska Teen Drivers presentation was made by Ashley Newmyer.

A fact sheet was developed examining motor vehicle crashes that occur in school crossing zones and is posted on the CODES website. Ashley is working with Jeanne Bietz to provide data related to teen motor vehicle crashes and their outcomes. Guangming Han worked on a request in October for the Injury Prevention Program on distracted teen drivers. (See attached report 405c-14-15 for more information.)

405c-14-15 E-CODES Data Quality Assessment (DHHS)

A report on the E-CODE Data Quality Assessment project was given by Ashley Newmyer. She reported that the Department of Health and Human Services and the Nebraska Hospital Association are collaborating to assess the quality of E-CODE data. E-CODE stands for external cause of injury code. There is a need to ensure the completeness and accuracy of the information that they are using. They have received the monthly E-CODE data for July thru October 2013. A quarterly report was generated and distributed for the 3rd quarter of 2013. They are in the process of filling the E-CODE data analyst position in January 2014 and have also hired Ran Gu, Ph.D. student in the UNL statistics department. The Quality Control Measurements for the statewide E-CODE data in the area of Timeless are as follows: Average number of days from the month's end until data is entered into the database for 2013 as of September 30, 2013 is 28 days. The chart on the Accuracy for 2012-2013 is provided in the attached report (405c-14-15).

Non- Funded Traffic Records Member Reports:

Noelie Sherdon, Department of Motor Vehicles legal counsel, reported the new ignition interlock law has impacted the ALR hearings where they have experienced a 50% decline in hearings requested and arrests have declined. As a result, the number of sworn reports sent to DMV has also declined for 2013. There is a need to collect data on ignition interlock activity from both law enforcement and probation. There were 4,300 ignition interlocks being used by the end of November but a lot of them are not getting an IIP (Ignition Interlock Permit) which is required. One of the problems is those arrested for DUI's are taking house arrest instead of the interlock option. We need the recidivism numbers of those that complete the interlock option to compare to the house arrest option.

Noelie reported that there is a program at the NLETC (Nebraska Law Enforcement Training Center) to train officers on how to properly prepare for an administrative license revocation hearing. She also reported the average BAC (Blood Alcohol Content) for the last three years was .15, .16, .16 and now is back to .17.

Lt. Jay Leavitt, Omaha Police Department, reported that the DUI arrest numbers are down in Omaha.

Wesley Siebenneicher, NDOR, reported on the FATPOT project with the Omaha Police Department. He said the XML piece will meet the January 1, 2014 deadline. The Nebraska Department of Roads should be receiving 28 – 30% electronic crash reports from the Omaha PD.

Bob Grant, NDOR, said we need to revise the data entry system for a bigger improvement to the system.

Greg Arzia, Nebraska Attorney General's Office, reported the McNealy decision, "Missouri Care," on blood draw without a warrant will have implications in Nebraska. He has been working on the issue of the legality of the implied consent.

Doug Fuller, DHHS, reported that the national rollout date for NEMISIS 3.3 document is December 2014. The bigger agencies seemed to recognize the importance of NEMISIS compliance but smaller agencies with volunteers don't yet understand the importance of it. This seems to be a nationwide problem. There will be a meeting on January 29th at the Country Inn and Suites with a national speaker talking on the NEMISIS 3.3 project.

Fred reported that there has been talk of a proposal being submitted to the legislature to change the seat belt law, the graduated licensing provision law, and the texting law to primary enforcement laws.

408-14-01 / 405c-14-01
October-December, 2014

408 Grant - Monthly Report

Nebraska Crime Commission

While funds will be very limited to assist in more Sleuth mobile deployments we installed version 10 in Johnson County to try and confirm compatibility with MFR (mobile field reporting) and establish the data transfer of citations to NCJIS. The software appears stable but Sleuth still has work to do on the transfer.

We worked with Sleuth and the OCIO to get the online Sleuth hosting in place. We have finally been able to establish a secure link and have two agencies migrated to the hosted solution. Some issues and costs are new to agencies and we have new Sleuth personnel. Not as many agencies are immediately on board and we are seeing if that will affect costs. Again, this is only intended as a short term solution.

We worked with DMV to provide jail booking photos for import into the facial recognition system they use and have seen ongoing results. This appears very positive, including having identified a suspect who did not have a NE OLN (and photo) but was in the jail mugshot database.

Work continued with the Nebraska State Patrol on training county attorney offices to receive citation images electronically (as PDF images) on NCJIS. This means NSP does not need to email citations to the county attorneys for filing.

We worked to try and get the latest version of TraCS to local agencies. NSP had staffing restrictions and we were not seeing a viable way to get agencies updated in a timely manner. We contracted with a North Dakota company (Affinity) used by North Dakota and South Dakota for TraCS installation and maintenance to try and continue the efforts from the previous quarter. We have found issues in the TraCS version provided by NSP for local use (needing to make it more local specific) and are working on those issues. Also, we are working with NSP and Affinity to automate the process to send out TraCS updates.

TRCC: Drivers E-Crash Reporting System -December status report

The Drivers E-Crash Reporting System (E-DR41) will provide a way for the general public to report their vehicular crashes to the Nebraska Department of Roads (NDOR) through the use of an electronic internet accessible interface. Upon entry completion, the user will be able to print a DR41 PDF for their records and a corresponding PDF image and all associated crash data will be transmitted to NDOR. The incoming DR41 image, once received by NDOR, will go through an auto-indexing process and be placed into the OnBase Imaging system; while selected accompanying crash data will be inserted into NDOR's crash database. The end result of this project will be quicker, more accurate crash data, faster image availability, and a convenient way for the public to report vehicle crashes.

BTSD selects contractor

November 1

- Contractor assigned
 - DataBank– This company helped create Highway Safety's current document imaging system. Since DataBank has a familiarity with the current OnBase imaging system, the learning curve on this project should be greatly reduced. This should result in a faster project completion and a lower overall cost of development.

Project Kickoff

November 18

- Review roles and responsibilities
 - A meeting was conducted to perform introductions and to assign project roles and responsibilities to project team members.
- Discuss project goals
 - A cursory project plan was laid out for DataBank's benefit; enough information was transferred to the contractor from Highway Safety / Accident Records staff to allow for a basic understanding of the business needs.

Business Process Discovery

November 22, 26 and December 6

- Discuss discovery process
 - Meetings have been conducted to gather detailed system and business requirements for the new E-DR41 system. Once these meeting have been completed a detailed scope document will be written, laying out the parameters of the project.

EMS Data Quality Assessment Project Progress Report

December 2013

- Completed Tasks:
 1. 2013 EMS data received and checked: Jan - May of eNarsis and Lincoln; first two quarters of Omaha.
 2. Wrote SAS program for developing statewide and regional data quality assessment reports. 7 regional and 1 statewide reports for 2012 EMS data were generated.
 3. Wrote SAS program for developing data quality assessment reports of injury related indicators. 334 service level reports, 7 regional reports, and 1 statewide report for 2012 EMS data were generated. After meeting with EMS group members, the report format was revised by breaking out a 3-dimension table into 2-dimension tables.
 4. Submitted the updated report sample to group members.
 5. NOHS FY2013 EMS annual progress report.
 6. Prepared 2012 EMS data for CODES data linkage.
 7. The draft of 2011 EMS annual report was finished.
 8. Prepared a dataset of cardiac events from 2011 urgent EMS services for Deborah Hastings.
 9. The quality control measurements for EMS data of year 2012 and 2013 were also developed.
 10. Held several conference calls and meetings with the EMS staff and Office of Health Statistics staff and discussed future plan for EMS data quality report.
 11. Presented the progress of EMS data quality assessment report at the quarterly CODES advisory committee meetings in October.

- In progress:
 1. 2012 EMS annual report
 2. Modifying the format of EMS data quality assessment report: adding grades to each category of indicators in the tables
 3. Follow-up with Sun on the 2013 EMS back-up file

Appendix – Quality Control Measurements for Statewide EMS Data

Table 1: Quality Control Measurements for eNarsis Data by Month (Year 2012)

Incident Month of Year 2012	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	70.21	75.33	32	99.78	295
February	73.95	80.97	33	98.37	313
March	77.29	85.46	39	99.05	305
April	78.43	85.34	39	99.36	296
May	75.39	83.29	41	99.26	301
June	73.04	78.98	39	99.30	307
July	74.21	79.72	34	99.52	305
August	73.02	79.04	31	99.38	302
September	73.52	78.17	27	99.45	295
October	78.00	89.29	12	99.67	297
November	76.71	85.55	17	99.50	293
December	77.74	85.55	14	99.55	294

Notes: In 2012 EMS dataset, there were 178,763 records in total including eNarsis (104,137 records), Lincoln Fire and Rescue (38,354 records) and Omaha Fire and Rescue (36,272 records). The data from eNarsis and Lincoln Fire and Rescue were NEMSIS compliant. LFR and OFR submitted their data to us in a quarterly manner. There were 432 active EMS services in Nebraska for the year 2012.

Table 2: Quality Control Measurements for eNarsis Data by Month (Year 2013)

Incident Month of Year 2013	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	84.14	88.05	9	99.37	307
February	83.08	92.61	7	99.32	289
March	81.95	92.33	7	99.54	279
April	83.45	97.60	5	99.49	280
May	98.80	100.00	2	99.47	190

Notes: By 5/16/ 2013, there were 36,557 records from eNarsis, 7,196 records from Lincoln Fire and Rescue and 7,243 records from Omaha Fire and Rescue. The data from eNarsis and Lincoln Fire and Rescue were NEMSIS compliant. LFR and OFR submitted their data to us in a quarterly manner. The numbers of each month in the table may be changed when more data entered into the system in the future.

Nebraska CODES Progress Report – December 2013

1. Meetings

The CODES Advisory Committee Meeting was held on October 18th, 2013. At this meeting, Ashley Newmyer presented “Nebraska Teen Drivers: How are we doing?” Guangming Han presented “Seatbelt Use to Save Face: Impact on driver’s body region and nature of injury in motor vehicle crashes.” Qiao Ma updated the “EMS: Ambulance Service Data Quality Report” and Matt Garai updated the “Ecode Project”.

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

The CODES team presented two projects at the 39th Traffic Records Forum held October 27-30, 2013 by the Association of Transportation Safety Information Professionals in St. Paul, Minnesota. “Seatbelt Use to Save Face: Impact on Drivers’ body region and nature of injury” was presented by Ming Qu during Session 9: Crash Outcome Analyses to Improve Survivability. “Nebraska Teen Drivers: How are we doing?” was presented by Ashley Newmyer during Session 23: Traffic Safety Analyses among Vulnerable Populations.

2. Data Linkage and requests

We received the 2012 crash dataset and EMS dataset in July 2013, the death certificate dataset October 2013, and the hospital discharge dataset in December 2013. Guangming completed data cleaning and standardization for each dataset and finished data linkage between crash dataset, death certificate dataset, and EMS dataset. Currently, he is working on the linkage between crash dataset and hospital discharge dataset.

In August, Guangming and Ashley developed and completed a fact sheet examining MVCs that occur in school crossing zones, “School’s open – Drivers, parents and students work together to avoid crash injuries in school zones.” This report was posted on the CGDES website. In August and September Ashley continued to work with Jeanne Bietz to provide data related to teen motor vehicle crashes and resulting outcomes.

In October of 2013, Guangming responded to a data request from the Injury Prevention Program for “Teenage Distracted driving data”.

3. Research Projects

In October of 2013, Ashley completed and finalized the data and epidemiology sections of the CDC Injury Grant annual progress report. She also completed two CDC Special Emphasis Reports, one addressing Traumatic Brain Injuries and the other Infant and Early Childhood Injury’s in Nebraska.

We are writing a manuscript for publish “*Seatbelt Use to Save Face: Impact on Drivers’ body region and nature of injury in motor vehicle crashes*” Seatbelt Use to Save Face compares seatbelt use or not on injuries involved in motor vehicle crash by body region and nature of injury.

4. Other

We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use.

E-code Data Quality Assessment Project Update

December 2013

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

Conducting quality assessment for E-code data

- The monthly E-Code data was received for July-October 2013.
- A quarterly report was generated and distributed for the 3rd quarter of 2013.
- Quarterly reports contain percentages of Valid N-code/Valid E-code, No N-code/Valid E-code, Valid N-code/No E-code for that particular quarter. A rank of each facility's inpatient and ER valid records is included. A time trend by quarter is also included for each of the percentages and by inpatient/ER.

Meetings and other

- Presented at the CODES Advisory Committee Meetings in July and October
 - Updated progress of project in July
 - Presented on Drug Overdoses in October
- Discussed the possibility of changing the range of where an N-code may occur from all diagnosis code fields to only the primary diagnosis code field. Decided to keep the current method of detecting an N-code.
- Interviews were conducted to fill the E-code data analyst role starting in January 2014 and a new intern was selected.
 - Ran Gu – Ph.D. student in the UNL statistics department

Quality Control Measurements for the Statewide E-CODE Data:

Timeless:

Average Number of days from month's end until data is entered into database for 2013 as of September 30, 2013 is **28**.

Accuracy:

2012-2013 Fiscal Year	Fed.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.
% valid N-codes and E-CODEs for Inpatients		74	74	71	74	71	71	71	71	71	68	68	68
% valid N-codes and E-CODEs for Emergency Rooms		92	91	90	89	89	89	90	90	90	89	89	89

Agenda and Meeting Minutes

June 12, 2014

AGENDA

TRAFFIC RECORDS COORDINATING COMMITTEE

June 12, 2014

10:00 – 11:30 AM

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

Welcome and Introductions:

Fred Zwonechek

Sign – In Sheet

Topics for Discussion:

Fred Zwonechek: Section 405 Information – Submission of FY2015 HSP & Funding Updates

Nebraska Traffic Record Project/Activity Reports:

Reporting Activity for the period January - June 2014

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

Open Topics:

Any other related questions or information requests.

Next meeting date – To Be Determined (likely March)

Adjourned

NEBRASKA OFFICE OF HIGHWAY SAFETY
Nebraska Traffic Records Coordinating Committee Meeting Minutes
June 12, 2014
www.transportation.nebraska.gov/nohs

WELCOME AND INTRODUCTIONS

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

INTRODUCTIONS

Greg Ariza, Attorney General's Office
Rachel Cooper, Department of Health and Human Services (DHHS)
Shane Dostal, City of Lincoln (Public Works)
Bob Grant, Nebraska Department of Roads (NDOR)
Huang, Huang, DHHS
Betty Johnson, DMV
Linda Kearns, NOHS
Paul Letcher, NOHS
Ashley Newmyer, DHHS
Dan Nichols, NDOR
Mike Overton, Nebraska Crime Commission
Sean Owings, NDOR
Wesley Siebenneicher, NDOR
Shane Smith, Nebraska Supreme Court-Court Services
Dan Waddle, NDOR
Fred Zwonechek, NOHS

Next Traffic Records Coordinating Committee Meeting Date:

To be determined – possibility March, 2015

Announcements:

Fred Zwonechek gave an overview of the 405c (408) Traffic Records funding situation. The National Highway Traffic Safety Administration (NHTSA) using the Traffic Records funding to address the deficiencies in making data available for users and their projects. Under MAP-21 designated Section 405c (Traffic Records) funding is expected to be around \$500,000 for FY2015. The projects NOHS will be addressing in FY2015 are: E-Citations Automation, Omaha Crash Reporting System, Investigator E-Crash Reporting Systems, EMS Data Quality Assessment, CODES (Crash Outcome Data Evaluation), E-CODE Data Quality Assessment, and Traffic Records Program Coordination. NOHS has some traffic records funding set aside in the 402 Section of the Plan. The Plan is due to July 1, 2014. Last year NHTSA placed additional funding in Occupant Protection and Traffic Records categories due numerous states not qualifying for Graduated Licensing (GDL) and Ignition Interlock funds. This funding was divided up amount the States. This is likely to be the same situation again in FY2015. The States have been working with NHTSA to redirect the 405 funding into the 402 program. Nebraska will not qualify for GDL or Ignition Interlock for the second year.

408-14-01/405c-14-01 E-Citation Automation (Nebraska Crime Commission)

Mike Overton, Project Manager of the E-Citation project, reported they have 7 Sleuth agencies. They have found inconsistency in the different version of Sleuth and are working to solve the situation. The Omaha Police Department is now deploying eCitation with their records management system. They have also been mapping crashes and putting in place on NCJIS and are hoping to have it up and running for users this month. (See attached 408-14-01/ 405c-14-01 Report.)

405c-14-02 Drivers E-Crash Reporting System (Nebraska Department of Roads)

Sean Owings reported on the progress of the Drivers E-Crash Reporting System. In November, a contractor (DataBank) was assigned to the project. The final requirement gathering was completed in April 2014. Upon completion of the six week iteration NDOR should be presented with the framework for the portal page. They are hoping to go live and have it available to the public by the end of the year. (See attached 405c-14-02 Report.)

Sean also reported on the Omaha Crash Reporting System – XML Data Mapping project. This project was submitted for funding as a FY2015 project. It will help Omaha to transmit all vehicle crash reports at the scene via electronic process. At this time Omaha is 69% onboard for this project. For additional information see attached Driver's E-Crash Reporting

June, 2014

408-14-01/405c-14-01

408 Grant - Update Report

Nebraska Crime Commission

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

- Sleuth mobile is being used in a number of agencies. However, we have found that there are inconsistent versions deployed across the state, sometimes resulting in non-function installations where updates have not been pushed out. This was discussed at the Sleuth Users Group meeting. Sleuth is going to reach out to agencies to be sure that MFR is live in agencies.
- We have started moving Sleuth citation data and images electronically to NCJIS and subsequently to the prosecutor and/or courts. This uses the same data format and transfer method used with TraCS agencies. In addition to eliminating subsequent data entry we also move the citation image electronically so the prosecutor can print it from NCJIS, eliminating manual delivery. We had
- We have a number of Sleuth agencies now electronically submitting crash report data and images to the Department of Roads. There are now seven agencies using this.
- We had found a number of issues in TraCS that, while valid for NSP, were not viable for local agencies (such as handling local ordinances). Those have been cleaned up and we are installing TraCS in Kearney PD and the Buffalo County SO the week of June 16th. Affinity will do onsite training and assist in deployment to the vehicles.

The Omaha Police Department is now deploying eCitations with their records management system. They are generating a majority of their citations electronically and are moving to expand to all cars. They also are routing the data so it flows locally to the prosecutors and then the courts. We have received a data layout to ship NSP citations to OPD and are working on that. We are waiting to receive the data file from OPD for NCJIS.

Affinity was working on the eCrash form for TraCS. Roads has indicated there will be changes this year so we are delaying working on that. We will instead look at ALR forms.

We have the mapping of crashes in place on NCJIS and demonstrated it at the CJIS Technology Conference. We will be making it live for users this month.

Driver's E-Crash Reporting System - June 2014 TRCC status report

Drives E-Crash Reporting System – Electronic DR41 form

DataBank (www.databankimx.com) was contracted in October 2013 to create the Driver's E-Crash Reporting system. On November 18, 2013 the official project Kickoff meeting was held. Since then, continual effort has been made in the areas of: system requirements gathering, user interface screen outlines, unique business rules discovery, and DR41 image / data migration requirements. Final requirements gathering was completed in April 2014, with a Statement of Work delivered to NDOR shortly after.

DataBank follows the Agile coding mythology, meaning they work in short sprints to quickly produce deliverables. This approach allows for testing and approval of small sections of the final product from the business side, thus increasing the chances of the customer's satisfaction with the final product. Currently, DataBank is midway through sprint one. Upon completion of this six week iteration, NDOR should be presented with the framework for the portal page, as well as a finalized list of document types and keywords that will be used to route documents within NDOR's imaging system.

Omaha Crash Reporting System – XML Data Mapping

Omaha has almost finished their PortalOne project, allowing them to collect all vehicle crash reports at the scene via an electronic process. They will still not be able to transmit these reports to NDOR electronically, though. Working with the Nebraska Office of Highway Safety, a project was proposed and approved to rewrite NDOR's current XML schema and then map this schema to Omaha's electronic vehicle crash database. Completion of this project will allow transmittal of crash data and investigator report images to NDOR's HSI database and imaging system, resulting in an estimated increase of electronic investigator reports, from the current 38.25% level to a project completion level of 69% (2013 numbers). The first project team meeting is scheduled for June 17, 2014.

EMS Data Quality Assessment Project Progress Report

June 2014

Complete Tasks

- 2013 EMS data received and checked: June-December of eNarsis and Lincoln; last two quarters of Omaha.
- 2014 EMS data received and checked: Jan and Feb of eNarsis and Lincoln.
- In January of 2014, after finishing the SAS code for the grading system in December, she completed the draft of 2012 EMS annual report based on that system.
- In January of 2014, EMS data analyst updated the progress of EMS data quality assessment report at the quarterly CODES advisory committee meeting.
- In February of 2014, EMS data analyst developed data quality report for three pilot services and received feedback from the pilot services in March.
- Based on the feedback received from the three pilot services, she developed a new criteria to query calls in order to make the assessment more representative in March and finished the SAS programming of the new criteria in April.
- Responded to a data request from Jane Ford Witthoff, who is the Health Director of Public Solutions in April 2014. She asked for information about average emergency medical service response time for cardiac events by county for those counties in her Local Health District (Saline, Thayer, Jefferson, Fillmore & Gage).
- In May, EMS data analyst made transition documents for new EMS data analyst. She and the new EMS data analyst worked on the transition plan at the end of May.
- In June, EMS data analyst worked on the 2013 statewide data quality measurement and timeliness assessment.

Upcoming Tasks:

- Ambulance Service data quality reports for distribution using 2012 data.
- Summary of 2012 Annual Report and updating the table format of 2012 Annual Report.

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

Incident Month of Year 2013	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	84.14	88.05	9	99.37	307
February	83.08	92.61	7	99.32	289
March	81.95	92.33	7	99.54	279
April	83.45	97.60	5	99.49	311
May	84.23	92	9	99.47	296
June	88.81	95.68	6	99.54	311
July	86.87	93.32	8	99.44	301
August	80.63	91.7	9	99.46	303
September	83.87	93.53	7	99.46	297
October	87.11	94.62	6	99.27	297
November	90.65	95.82	5	99.52	292
December	91.43	97.63	4	99.55	301

Notes: In 2013 EMS dataset, there were 179,260 records in total including eNarsis (104,530 records), Lincoln Fire and Rescue (38,080 records) and Omaha Fire and Rescue (36,650 records). The data from eNarsis and Lincoln Fire and Rescue were NEMSIS compliant. LFR and OFR submitted their data to us in a quarterly manner. There were 432 active EMS services in Nebraska for the year 2013.

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

Incident Month of Year 2014	% EMS reports sent to governing agency within 10 days of incident	% EMS reports sent to governing agency within 30 days of incident	Mean # days from incident to data availability on statewide system	% EMS run locations that match statewide location coding	# of EMS agencies contributing to the statewide database
January	92.71	99.7	3	99.32	292
February (till 14th)	100	92.61	1	98.59	149

Notes: By 6/11/2014, there were 9769 records from eNarsis, 0 records from Lincoln Fire and Rescue and 0 records from Omaha Fire and Rescue. The data from eNarsis and Lincoln Fire and Rescue were NEMSIS compliant. LFR and OFR submitted their data to us in a quarterly manner. The numbers of each month in the table may be changed when more data entered into the system in the future.

Nebraska CODES Progress Report – June 2014

1. Meetings

The CODES Advisory Committee Meeting was held on January 17th and April 18th 2014. At these meeting, Ashley Newmyer presented “Healthy People 2020: MVC Indicators.” Guangming Han presented “CODES 2012 data linkage update” and results of the “Older Adult Drivers in Nebraska study.” Qiao Ma updated the “EMS: Ambulance Service Data Quality Report” Ran Gu provided a summary the “Ecode 2012 Annual report”, we also had a guest speaker in April Sandra Gonzalez who presented “Syndromic Surveillance: Applications to Motor Vehicle Crash.”

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

Ashley, Ran and Huang attended a meeting with the Nebraska Hospital Association to discuss methodology and improvements to the Ecode data quality assessment project. As a result of the meeting, it was decided to re-convene the Ecode Advisory committee.

2. Data Linkage and requests

We received the 2013 crash dataset and the remaining 2013 data from Omaha Fire/EMS dataset. Guangming finished the draft of the CODES 2012 Management report. Ashley updated the introduction, executive summary and committee members list for the 2012 CODES Management report, reviewed the report and submitted it for internal approval to be printed. The report was approved and published in April 2014.

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

Ashley has provided data and support for MVC factsheets and reports produced by the Injury Prevention group. We received 2013 crash data on May 8, 2013. Guangming is working on data cleaning and standardization.

3. Research Projects

The manuscript “*Seatbelt Use to Save Face: Impact on Drivers’ body region and nature of injury in motor vehicle crashes*” was submitted to the *American Journal of Public Health* in May. Seatbelt Use to Save Face compares seatbelt use or not on injuries involved in motor vehicle crash by body region and nature of injury. Guangming continued to work on the project “Older drivers and motor vehicle crash in Nebraska”.

4. Other

We are continuing to work with the Injury Community Planning Group and the Drive Smart Nebraska group on teen traffic safety issues and increasing seatbelt use. Based on feedback from the April CODES advisory committee we are hoping to begin a collaboration with Omaha Police Department in applying our syndromic surveillance MVC data.

E-code Data Quality Assessment Project Update

Jun 2014

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

Conducting quality assessment for E-code data

- The 2013 monthly E-code data was received from January- December, and 2014 data has been received from January to April which was prepared for analysis.
- Quarterly reports were made and distributed to hospital for last three quarters in 2013 and 1st quarter in 2014
- Annual report was made and distributed to hospitals for the 2012 data.
- Updated the E-code contact information and federal tax ID number for hospital continuously.
- Set SAS code apart to generate annual and quarterly report in separate SAS programs
- Analyze the inpatient records with invalid N-code via breaking down the E-code. The result shows that the cases in drug overdose are more likely to have a invalid N-code compared with other cases.

Meetings and Other

- Attended CODES advisory committee meetings in January and April. Presented on 2012 E-code annual report on April 18th.
- Attended a couple of webinars on the ICD-10 transition for E-code data.
- Attended a meeting with Nebraska Hospital Associate in June to adapt current algorithm for calculating the valid rate. As a result of the meeting it was decided to re-convene the Ecode advisory group.
- Responded to inquiries from several hospitals regarding their total number of inputs and valid rate of E-code data.
- Working on the de-bugging the VB program with the help from the IT department at DHHS.
- Completed several data requests on senior falls, burns, dog bites and etc.

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

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

Priority: High

Revision Date: 20-JUN-2013

Last Updated: 24-JUN-2014

Status: Planned

Lead Agency: Department of Roads

Partners: Department of Motor Vehicles

Department of Health & Human Resources

Nebraska Crime Commission

Website:

Project Director

Name: *Mr. Fred Zwonechek*

Agency: *Nebraska Office of Highway Safety, Administrator*

Address: *5001 South 14th Street*

Lincoln, NE 68512-1248

Phone: *(402) 471-2515*

Email: *fred.zwonechek@nebraska.gov*

Project Description: NEBRASKA TRAFFIC RECORDS STRATEGIC PLAN

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

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

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

NSTRP Priorities:

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

Expand electronic crash data submission to the Nebraska Department of Road's Crash File

- a) Implement a new formal comprehensive quality control program for crash data (December 2014)
- b) Continue and expand the use of alternative, lower cost electronic devices for electronic crash report submission for smaller law enforcement agencies (Ongoing)
- c) Implement a web-based DR41 form (Driver's Motor Vehicle Accident Report) for electronic submission for individual driver's crash reports (September 2014)
- d) Create a new web-based format to decrease error rates from paper crash reports (June 2014)
- e) Deploy new mapping point-and-click interface for law enforcement officers to be able to indicate precise crash locations (December 2014)
- f) Implement the use of an electronic locator tool for crash and road features data (December 2014)

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

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

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

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

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

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

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

- a) Engage all TRCC members to actively participate in the process (Ongoing)
- b) Use fundamental priority setting method for all funded projects included in the plan (Ongoing)
- c) Implement a Quality Improvement Training needs assessment for the TRCC members (Ongoing)
- d) Require basic quality metrics for each new system component project and report on them

regularly (Ongoing)

- e) Require regularly scheduled updates on project progress for the Executive Level TRCC (Ongoing)
- f) Regularly review of TRCC membership representation to ensure that no group is omitted and expansion continues (Ongoing)
- g) Include items on TRCC meeting agenda that address progress reports and the quality metrics (Ongoing)
- h) Charge the TRCC with developing recommended guidelines/capabilities for a “publicly accessible” query tool supporting “users” need for crash data (Ongoing)

Milestones

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

Core System and Performance Area

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

Budget

Budget Source - 2014	Total Budget
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Budget Source - 2015	Total Budget
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Activity Report

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

Linked Items

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

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

Priority: High

Last Updated: 24-JUN-2014

Revision Date: 13-JUN-2013

Status: Active

Lead Agency: NE Crime Commission

Partners: -

Website: <http://www.ncc.ne.gov/>

Project Director

Name: **Mr. Michael Overton**

Title:

Agency: Nebraska Crime Commission

Address: PO Box 94946

City, Zip: Lincoln 69509

Phone: (402) 471-3992

Email: michael.overton@nebraska.gov

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

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

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

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

EXPECTED IMPACT

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

Vehicle Title & Registration (VTR) data through NCJIS

Standard Performance Area: Timeliness

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

Sleuth (small to medium agencies) eCitation capability: 100 agencies (3-01-09)

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

Standard Performance Area: Accuracy and Completeness

Baseline of 0 citations produced using a standard electronic format and posted to NCJIS by law enforcement: 324,663 citations sent to NCJIS (6-1-07)

Baseline of 0 NCJIS hits by law enforcement on the DMV OLN database: 1,589,206 law enforcement hits (12-31-07)

Baseline of 0 NCJIS hits by law enforcement on the DMV VTR database: 473,188 law enforcement hits (12-31-07)

June- 2014

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

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

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

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

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

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Contract and start to train NSP/TraCS	10-01-2005	09-01-2006	Completed
Transmit data to NCJIS by NSP	10-01-2006	10-31-2006	Completed
Access to DMV OLN & VTR data / NCJIS	03-01-2007	04-01-2007	Completed
Create XML extract which will allow reporting of crash data and the crash diagram to the DOR	07-01-2008	06-01-2009	Completed
Transmit data to NCJIS (On-going)	09-30-2014		On Schedule
Citation data electronically transmitted to prosecutors and courts (On-going)	12-31-2014		On Schedule
Contract and train local L/E on TraCS (On-going)	12-31-2014		On Schedule

Law enforcement agencies continue to transmit electronic traffic citations (On-going)	12-31-2014	On Schedule
The Nebraska Crime Commission is currently working with the Omaha PD on possible eCitation options in order for Omaha to transmit reports electronically	12-31-2014	Behind Schedule

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$246,000.00
Other Federal Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$389,100.00
Other Federal Funds	\$0.00

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

Activity Report

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

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

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

<i>E-Citation / Sleuth component consists of 92 law enforcement agencies.</i>			
Activity	<i>The E-citation mobile module, consistent with NE Supreme Court approval format, is available to police departments, county sheriff's offices, and the NE State Patrol.</i>		
Problems			
Plans			
Comments			
Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	<i>NCC and NDOR continue to have talks with the Omaha PD regarding barriers in order to submit electronic reports. Douglas County wants to go electronically.</i>		
Problems			
Plans			
Comments			
Report Start	Report End	Report Date	Provided By
10-01-2012	09-30-2013	06-14-2013	Robert Corner
<i>E-Citation / Sleuth component consists of 92 law enforcement agencies.</i>			
Activity	<i>The E-citation electronic submission directly to the county attorneys is available to all NSP and the six NSP troop areas. Many of the sheriff and police departments currently submitting E-citations to NCJIS should have the capability to transmit the E-citations to their respective county attorneys.</i>		
Problems			
Plans			
Comments			
Report Start	Report End	Report Date	Provided By
01-01-2012	12-31-2013	06-11-2014	Mike Overton
Activity	<p><i>Access to DMV OLN & VTR data / NCJIS</i></p> <p><i>NCJIS use will be shown using counts of activity against a variety of datasets: DMV OLN database, DMV VTR database, DOR crash database. Since MADSTER searches would go against these datasets but not show in discrete counts the numbers of actual views of these datasets will be included. Currently only annual statistics are available but they reflect activity close to the general timeframes</i></p> <p><i>Date and Baseline Value for the Measure:</i></p> <p><i>2012</i></p> <p><i>DMV OLN searches: 1,466,309 - OLN (Operator License Number)</i></p> <p><i>DMV OLN page views: 1,512,349</i></p> <p><i>DMV VTR searches: 706,172 - (Vehicle Title Registration)</i></p> <p><i>DMV VTR page views: 681,518</i></p> <p><i>DOR Crash searches: 9,972 - (Dept. of Roads)</i></p> <p><i>DOR Crash page views: 8,551</i></p> <p><i>Date and Current Value for the Measure:</i></p> <p><i>2013</i></p> <p><i>DMV OLN searches: 1,643,803</i></p> <p><i>DMV OLN page views: 1,780,406</i></p> <p><i>DMV VTR searches: 784,511</i></p> <p><i>DMV VTR page views: 721,652</i></p> <p><i>DOR Crash searches: 11,379</i></p> <p><i>DOR Crash page views: 9,831</i></p>		
Problems			
Plans			
Comments			
Report Start	Report End	Report Date	Provided By
04-01-2013	04-01-2014	06-11-2014	Mike Overton

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2013	04-01-2014	06-11-2014	Mike Overton
<p>Timely transmission of citation data to the prosecutors and the courts. This will be measured the time from issuance to receipt by the prosecutor and/or court. NOTE: While data is transferred electronically to the prosecutor and court they may not process it immediately because the paper citation must still be physically provided by the prosecutor to the court for filing.</p> <p>Date and Baseline Value for the Measure: April 1, 2013 Time from issuance of citation to citation being provided to the County Attorney: On this date we had no agencies completely transferring citations and/or data electronically although the State Patrol was in the process of updating software. It was estimated that citations could take up to two weeks to reach the County Attorney.</p> <p>Activity Date and Current Value for the Measure: April 1, 2014 Time from issuance of citation to citation being provided to the County Attorney: The State Patrol now has all of its citations issued electronically and is moving the data and images to NCJIS. We also have brought on two local Sleuth agencies and are moving their data and images. Each day we post to NCJIS the images of citations received at NCJIS in the last 24 hours, making them available to the County Attorneys for printing and processing. Additionally, the data is transferred to the courts and any County Attorney wanting the data electronically. Barring technical glitches or transmission errors (which we have seen as a minor issue) we have reduced the transfer time effectively from 2 weeks to 24-48 hours.</p>			
Problems			
Plans			
Comments			

Linked Items

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

Priority: -

Last Updated: 22-MAR-2013

Revision Date: 20-MAR-2013

Status: Completed

Lead Agency: Nebraska Supreme Court

Partners: Nebraska Supreme Court - State Court Administration

Website:

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

EXPECTED IMPACT

Baseline: 5,872 Douglas County court cases per year indicate a failure-to-pay/costs for moving traffic violations. These individuals will be referred to the Nebraska Department of Motor Vehicles for license suspensions due to failure-to-pay for traffic violations

Standard Performance Area: Timeliness

Decrease the court cases involving failure-to-pay for moving traffic violations by 25%: From 5,872 to 4,404

Decrease referrals to DMV for license suspension due to failure-to-pay for traffic violations by 25%: From 5,872 to 4,404

Milestones

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

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS						

Roadway						
Citation / Adjudication				X		
Vehicle Registration						

Activity Report

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

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

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

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

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

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

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

Priority: -

Last Updated: 30-MAY-2012

Revision Date: 28-FEB-2011

Status: Completed

Lead Agency: Department of Motor Vehicles

Partners: -

Website:

Project Director

Name: **Ms. Betty Johnson**

Title: Administrator Driver & Vehicle Records Division

Agency: Department of Motor Vehicles

Office:

Address: 301 Centennial Mall South

City, Zip: Lincoln 68509-4789

Phone: (402) 471-3909

Email: betty,johnson@nebraska.gov

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

EXPECTED IMPACT

Baseline: 120-day timeframe for death certificate information to appear on driver record file

Standard Performance Area: Timeliness

Deceased drivers noted on the driver record file with the information sent electronically: <10 days /100% of the drivers

Milestones

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

Core System and Performance Area

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

Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	06-06-2009	Robert Corner
Activity	This project was completed in May 2007. DMV is receiving death certificate information in an electronic format the day after it is entered into the DHHS "death" data base.		
Problems			
Plans			
Comments			
Report Start	Report End	Report Date	Provided By
01-01-2007	05-01-2007	02-28-2011	Robert Corner
Activity	Implemented software to send death certificate information to DMV in an electronic format instead of the current DHHS printed format. The death certificate information is sent to DMV electronically from DHSS each at the close of the work day and is uploaded to the DMV Driver Record File that same night.		
Problems			
Plans			
Comments			

Linked Items

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

Priority: -

Last Updated: 17-MAY-2012

Revision Date: 28-FEB-2011

Status: Completed

Lead Agency: Department of Motor Vehicles

Partners: -

Website:

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

EXPECTED IMPACT

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

Standard Performance Area: Accuracy / Integration

100% of all new vehicles registered with alpha-numeric license plates will have correct information in the DMV VTR database: 100% / 52,100 vehicles

Milestones

Milestone Description	Target Date	Actual Date	Status
Provide bar code scanners to Sarpy and Lancaster Counties	01-01-2006	01-01-2006	Completed
Bar code scanners installed in Douglas County	12-01-2006	12-01-2006	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Activity	Completed in December 06. The three Nebraska counties that have alpha-numeric plates have 100% correct registration information in the DMV VTR database.		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2006	12-01-2011	02-28-2011	Robert Corner
Activity	Provided bar code scanners to Sarpy, Lancaster, and Douglas counties. Completed in December 2006.		
Problems			
Plans			
Comments			

Linked Items

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

Priority: -

Last Updated: 30-MAY-2012

Revision Date: 28-FEB-2011

Status: Completed

Lead Agency: Department of Motor Vehicles

Partners: -

Website:

Project Director

Project Description: Provide bar code scanners to 92 of 93 Nebraska counties (the one county that did not receive a testing system, tests only once a month with just one or two applicants). The new system will streamline the testing process in the DMV Examining Offices across the state that will greatly assist to reduce fraud in the testing process. The new system randomly selects test questions from a pool of different questions.

EXPECTED IMPACT

Baseline: Estimated that 5% of individuals used information of paper test questions from other individuals or exchanged answers while taking the written test.

Standard Performance Area: Consistency

Zero individuals will be able to duplicate the written driver's test or receive a correct answer from another testing applicant: >99% testing applicants

Milestones

Milestone Description	Target Date	Actual Date	Status
Provide testing equipment / 27 counties	11-01-2005	11-01-2005	Completed
Provide testing equipment / 12 counties	03-01-2006	03-01-2006	Completed
Provide testing equipment / 53 counties	03-01-2007	03-01-2007	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Activity Completed in the projected 92 Nebraska counties in March 07.			
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
11-01-2005	03-01-2007	02-28-2011	Robert Corner
Activity Provided bar code scanners to 92 Nebraska counties. This new system will streamline the testing process in the DMV Examining Offices across the state and will greatly assist to reduce fraud in the testing process.			
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
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NE-P06 - Define and implement acceptance of electronic crash/accident data

Priority: -

Last Updated: 11-JUN-2012

Revision Date: 08-MAY-2012

Status: Completed

Lead Agency: NDOR

Partners: -

Website:

Project Director

Name: **Mr. Robert Grant**

Title: Highway Safety Manager (FARS Supervisor)

Agency: Nebraska Department of Roads

Office: Highway Safety, Traffic Engineering, NDOR

Address: 1500 Hwy 2, PO Box 94759

City, Zip: Lincoln 68509-4759

Phone: (402) 479-4645

Email: Bob.Grant@nebraska.gov

Project Description: Many Nebraska law enforcement agencies are currently using their own computer systems to capture images and/or data, including those images and data related to crashes. It is important to recognize the value of keeping data locally as well as minimizing duplicate data entry. Instead of using the online application developed by the Department of Roads to submit accident data, the data can be transferred across systems if it is collected locally.

The Department of Roads is developing XML tags that agencies can use to submit accident data electronically to the NDOR. Sleuth, the records management system sponsored by CJIS, will be used to develop and test the specifications and submission of data to NDOR. Once data is received, it must be processed, combined, and imported into the existing systems -- the Accident Records System (document imaging) and the Highway Safety Information System (mainframe repository). Multiple tasks will be required to define, create, and implement the mechanism. The data transfer may be facilitated through NCJIS or other commercial programs. The rapid completion of the XML project is critical to completing this effort.

EXPECTED IMPACT

Baseline: 0 agencies sending crash reports electronically; paper reports are entered into the crash database 105 days to 120 days after being received by NDOR

Standard Performance Area: Timeliness

Baseline of 0 law enforcement agencies sending in crash reports electronically: 56 agencies

Baseline of 120 days for manual data entry reduced: < 90 days / 1,140 crash reports

Completion of the XML Bridge will allow another 100+ agencies to submit the reports electronically. NDOR is working toward a system that will allow the electronic reports to move immediately into the DB2 database. This will reduce the 90 days to <45 days.

This project has morphed into NE-PO7

Milestones

Milestone Description	Target Date	Actual Date	Status
Development of NDOR web-based Electronic Accident Report	07-01-2006	07-01-2006	Completed
Implementation	01-01-2007	01-01-2007	Completed
XML Bridge	09-30-2010	09-01-2010	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Activity <i>The XML bridge should be completed by September 2009; The baseline for receiving reports from law enforcement agencies has already exceeded expectations. In 2008 7,482 reports or 13.04% of all crash reports were submitted electronically to NDOR.</i>			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2009	12-31-2010	06-10-2010	Robert Corner
Activity <i>The XML bridge completion date has been moved back to September 2010. During testing it was discovered that there was no easy way to determine one crash report from another. The problem will be solved with additional software that adds an annotation of the crash report number to the tiff image. The number of law enforcement agencies reporting electronically has increased from 114 to 134. The total number of EAF reports increased from 13.70% of all crash reports submitted electronically to 18.04% for 2009.</i>			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2010	12-31-2010	05-08-2012	Robert Corner
Activity <i>The XML bridge completion date was September 2010. The number of law enforcement agencies reporting electronically has increased from 134 to 141. The total of EAF reports increased from 18.04% of all crash reports submitted electronically to 21.74% for 2010.</i>			
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
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NE-P07 - Enhance the Crash/Accident Reporting Process

Priority: High

Last Updated: 23-JUN-2014

Revision Date: 13-JUN-2013

Status: Active

Lead Agency: NDOR

Partners: Nebraska Law Enforcement Agencies

Website:

Project Director

Name: **Mr. Robert Grant**

Title: Highway Safety Manager (FARS Supervisor)

Agency: Nebraska Department of Roads

Office: Highway Safety, Traffic Engineering, NDOR

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Project Description: This project is a continuation and enhancement of Project NE-PO6. The accuracy and timeliness of crash data is dependent on the smooth operation of its supporting software systems. The Crash/Accident Records System (ARS), the document imaging system completed in 2000, has never worked as efficiently as it should, due to problems with the custom software and routing created by the consultants who built it. The Department of Roads proposes to hire Global 360, the software vendor, to correct custom code and routing, create a standard client software installation and configuration for WorkDesk, and upgrade and replace scanning software. This process should eliminate routing problems and make it easier to attach a new, off-site client to the system. The IT Department of the State required that NDOR drop the 360 Global and go with the State new OnBase System for the ARS rewrite. Many Nebraska law enforcement agencies are currently using their own computer systems to capture images and/or data, including those images and data related to crashes. It is important to recognize the value of keeping data locally as well as minimizing duplicate data entry. Instead of using the online application developed by the Department of Roads to submit accident data, the data can be transferred across systems if it is collected locally.

EXPECTED IMPACT

Baseline: Paper reports are entered into the crash database 105 days to 120 days after being received by DOR

Standard Performance Area: Timeliness

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

Milestones

Milestone Description	Target Date	Actual Date	Status
Part of NE-P06 Project	10-30-2011	10-30-2011	Completed
Reengineer the ARS system	07-01-2012	02-04-2013	Completed
Continues to add new law enforcement agencies in transmitting electronic reports.	10-01-2013	10-01-2013	Completed

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash				X		
Driver License / History						

Injury Surveillance / EMS						
Roadway						
Citation / Adjudication						
Vehicle Registration						

Activity Report

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2010	12-31-2010	05-08-2012	Robert Corner
Activity	The XML bridge completion date was September 2010. The number of law enforcement agencies reporting electronically has increased from 134 to 141. The total of EAF reports increased from 18.04% of all crash reports submitted electronically to 21.74% for 2010. For 2010 paper reports took an average of 86.61 days to be entered into the system. Electronic reports took 9.5 days. Overall the original 105 - 120 days for the reports to be entered into the state day system has been reduced to less than 87 days.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-01-2011	12-31-2011	06-12-2012	Robert Corner
Activity	The number of law enforcement agencies reporting electronically has increased to 152. The total of EAF reports increased from 21.74% of all crash reports submitted electronically to 33.53% for 2011. For 2011 (July - December) paper reports took an average of 67.9 days to be entered into the system. Electronic reports took 7.12 days. Overall the original 105 - 120 days for the reports to be entered into the state day system has been reduced to less than 52 days.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-13-2013	Robert Corner
Activity	The number of law enforcement agencies reporting electronically has increased to 152. The total of EAF crash reports submitted electronically increased to 36.11% for CY12.		
Problems			
Plans			
Comments			

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

Linked Items

Type	Label	Name

NE-P08 - Maintain Standardized Crash/Accident Diagrams

Priority: -

Last Updated: 17-MAY-2012

Revision Date: 09-JUN-2007

Status: Completed

Lead Agency: Nebraska Commission on Law Enforcement and Criminal Justice

Partners: Ne Law Enforcement Agencies

Website:

Project Director

Name: **Mr. Michael Overton**

Title:

Agency: Nebraska Crime Commission

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City, Zip: Lincoln 69509-

Phone: (402) 471-3992

Email: michael.overton@nebraska.gov

Project Description: One component of electronic accident data is a computer generated diagram of the crash scene. CJIS provides standardized computer software called EasyStreet Draw, which is used for the creation of accident diagrams in over 200 Nebraska law enforcement agencies. Each new deputy sheriff and police officer graduating from the Nebraska Law Enforcement Training Center receives instruction on EasyStreet Draw. The program uses a drag and drop interface for the placement of objects on a diagram. It also supports several image export formats and can accept raw data from certain laser measurement devices.

Support costs for EasyStreet Draw through Trancite Logic Systems is \$13,300 per year and is paid by the Crime Commission through Highway Safety Traffic Records Improvement funds. This support entitles all participating law enforcement agencies to receive support and software upgrades.

EXPECTED IMPACT

Baseline: Paper reports are entered into the crash database 105 days to 120 days after being received by DOR

Standard Performance Area: Timeliness

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

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
EZ Draw Maintenance Contract	03-01-2007	03-01-2007	Completed
Train 100% of LETC recruits by the end of each state fiscal year	07-01-2008	07-01-2008	Completed

Core System and Performance Area

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

Activity Report

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

NE-P09 - EMS Data Quality Assessment and Improvement

Priority: -

Last Updated: 24-JUN-2014

Revision Date: 13-JUN-2013

Status: Active

Lead Agency: Department of Health and Human Services

Partners: Fire and Rescue Squads

Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

City, Zip: Lincoln 68509

Phone: (402) 471-0566

Email: ming.qu@nebraska.gov

Project Description: Because the EMS providers use various information systems, the data DHHS receives varies by providers in terms of a format and coding system. The data quality and availability has been a great concern. Thanks to the FY 2006 Section 408 fund, beginning in February 2007, DHHS has been conducting data quality assessments to evaluate data completeness, accuracy, and compliance with the Nebraska EMS Data Dictionary that was developed based on the NHTSA 2.2.1 version of a Data Dictionary. Subsequently, the findings of the assessment are used to improve the Nebraska EMS information system in terms of data capture, quality, and compliance with the Nebraska EMS Data Dictionary. The Nebraska statewide EMS data has not been compiled since 2002 due to inconsistent data reporting formats and content submitted by the EMS service providers across the state. The project attempts to merge various EMS data sets to create a statewide EMS data set and establish baselines that will be used to set up objectives for data improvement.

EXPECTED IMPACT

Standard Performance Area: Timeliness

Baseline: 4-month timeframe to complete EMS data quality assessment after data is delivered to DHHS

of days from the delivery of EMS data to assessment of data: 90 days or < / 100%

<10 days /100%

Standard Performance Area: Completeness / Integration

Baseline: Establish in 2007

% of data elements in the EMS database required by the EMS Data Dictionary: % of elements / 25% or > increase

Standard Performance Area: Integration

Baseline: Establish in 2007

% of crash-related EMS injury runs that can be linked to crash records: 20% or > increase

% of crash-related EMS injury runs that can be linked to hospital discharge records: 20% or > increase

Milestones

Milestone Description	Target Date	Actual Date	Status
Establish work group	02-01-2007	02-01-2007	Completed
Complete Omaha Fire & Rescue (2001/2006) data quality assessment	06-01-2007	06-01-2007	Completed
Access various 2005 & 2006 EMS datasets	06-01-2007	06-28-2007	Completed
Draft summary report	07-01-2007	08-15-2007	Completed
Review and finalize report	09-01-2007	09-15-2007	Completed
Continue with datasets for succeeding years (On-going)	09-30-2014		On Schedule
			On Schedule

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$35,634.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$35,619.00
State Funds	\$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Activity	As a sideline to this project, a greater numbers of ambulance squads are participating in the DHHS / EMS electronic information system. This has improved greatly both the quality of the report and timeliness of its receipt to DHHS. The state is working on a bridge so that the Lincoln & Omaha electronic formats are compatible with the state's format. Even though the EMS electronic NARSIS reporting system is not being funded through 408, Nebraska used it as an area to show improvement in a data base system.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-10-2010	Robert Corner
Activity	Quality assessment of the 2008 e-NARSIS data and the Lincoln Fire and Rescue Data was conducted separately, since the two systems do not accommodate each other. The results were presented at the July 2009 CODES Advisory Committee meeting. The problems are being worked on so that the EMS data analyst will now be able to receive the Lincoln Fire and Rescue data in a compatible format. Work continues to get the Omaha Fire & Rescue data in a workable format. The EMS data analyst prepared a SAS program and a report template for data quality for each single EMS provider service.		
Problems			

Plans
Comments

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2009	09-30-2010	02-28-2011	Robert Corner
Activity	Quality assessment of the 2009 e-NARSIS data and the Lincoln Fire and Rescue Data was conducted separately, since the two systems do not accommodate each other. The results were presented at a 2010 CODES Advisory Committee meeting. The problems have been worked out so that the EMS data analyst will now be able to receive the Lincoln Fire and Rescue data in a compatible format. Work continues to get the Omaha Fire & Rescue data in a workable format. The EMS data analyst prepared a SAS program and a report template for data quality for each single EMS provider service.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	09-30-2011	05-09-2012	Robert Corner
Activity	Due to the difficulty extracting crash related EMS records from earlier EMS data, DHHS has only completely linked EMS-Crash-Hospital-Death data set for the 2009 calendar year. For 2009, a total of 8,128 (10.08%) out of 80,664 records from crash data have been linked to EMS data. A total of 5,756 (70.82%) of the 8,128 records were further linked to hospital discharge data. DHHS has written new rules and regulations that once approved by the Governor and Attorney General will require all EMS providers to submit electronic reports of all EMS activity. A two grace period will be in effect upon approval.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-13-2013	Robert Corner
Activity	DHHS has completely linked EMS-Crash-Hospital-Death data set for the 2010 and 2011 calendar years and is working on 2012 data. For 2012, a total of 76,461 electronic eNARSIS records from crash data have been linked to EMS data, as well as 23,099 Omaha and 26,274 Lincoln Fire and Rescue records. A total of 80.56% of records on the EMS database are NEMIS compliant. DHHS has written new rules and regulations that have been approved by the Governor and Attorney General. All EMS providers will now be required to submit electronic reports of all EMS activity. A two year grace period is a part of the rules and regulations.		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-13-2013	03-13-2014	06-11-2014	Linda Kearns

Narrative of the Improvement(s): For the EMS data collected in 2012, throughout the year the average number of days decreased from 32 days to report in Jan. 2012 to 14 days to report in Dec. 2012. Also the percent of records received within 10 days increased from 70.2% in Jan to 77.7% in Dec. 2012. For the EMS data collected in 2013, the statewide dataset is not complete due to a transition with the Omaha Fire and Rescue EMS data manager (we received the remaining Omaha data on June 5, 2014). However, for the first 5 months of 2013 we observed an improvement in the percentage of EMS services reporting within 10 days of the incident from 84% to 98%, and an improvement in the average number of days from incident to data received at DHHS from 9 days to 2 days.

Narrative Description of Calculation/Estimation Method:

Timeliness – the records received within 10 days of the incident are flagged, and then the number of records meeting that requirement are divided by the total number of records received. This provides us with the percentage of records received within 10 days of the incident.

Activity *To calculate the mean number of days from the incident, first the number of days for each record is calculated by subtracting the date the record was received by DHHS from the date of the incident. Then for the entire dataset the average of the variable is calculated.*

Date and Baseline Value for the Measure:

From April 1, 2012 to March 31, 2013 the percentage of records received by DHHS within 10 days of the incident was 77.43%.

From April 1, 2012 to March 31, 2013 the average number of days from the incident until DHHS received the record was 23.

Date and Current Value for the Measure:

From April 1, 2013 to March 31, 2014 the percentage of records received by DHHS within 10 days of the incident was 87.8%.

From April 1, 2013 to March 31, 2014 the average number of days from the incident until DHHS received the record was 6.

Problems

Plans

Comments

Linked Items

Type	Label	Name
Performance Measure	NE-P09	EMS Data Quality Assessment & Improvement

NE-P10 - Nebraska Trauma Registry Training and Knowledge web base Development

Priority: -

Last Updated: 17-MAY-2012

Revision Date: 09-JUN-2009

Status: Completed

Lead Agency: DHHS

Partners: -

Website:

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

City, Zip: Lincoln 68509

Phone: (402) 471-0566

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Project Description: The web-based Trauma Bridge system has been developed by DHHS, and will be used to collect trauma data from hospitals across Nebraska. The quality of trauma data is essential for the success of the statewide trauma system. During the implementation of the trauma bridge system, DHHS will provide guidelines, orientation and training for hospitals to use the system and assure that all hospitals follow the same state data dictionary and protocols. In addition, DHHS also will develop an online knowledge base or guideline that will help trauma registrars, especially those in small hospitals, to understand ICD-9-CM coding, data collection and health information management.

The project aims to provide training for hospital trauma registrars to use the web-based Trauma Bridge System, and develop an online knowledge base or guideline for trauma data collection.

EXPECTED IMPACT

Standard Performance Area: Completeness

Baseline: Only trauma Region II has its own web-based data collection system. None of the 29 small hospitals (general and basic trauma centers) from Region's III and IV currently submit trauma records in paper forms to regional trauma registrars.

% of small hospitals in Region 3 & 4 that can submit trauma records electronically: >40%

Improvement: Total 15 small trauma hospitals (general and basic trauma centers) were trained, 9 from Region IV, 3 from Region III and 3 from region II. Among those 15 hospitals, 9 hospitals are using the trauma bridge system now to submit trauma data to regional trauma registrars and DHHS. All data received will establish baselines for completeness, consistency and accuracy.

Standard Performance Area: Timeliness

Baseline: State trauma regulation requires designated trauma facilities submit data to DHHS on a monthly basis.

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

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Provide w/b training to 7 trauma centers	01-01-2007	12-01-2006	Completed
Pilot – provide training to 9 small hospitals.	02-01-2007	03-01-2007	Completed
A total of 27 hospitals were trained.			
Host an onsite user group meeting	09-01-2007	10-03-2007	Completed
Report writer implemented	11-01-2007	11-01-2007	Completed
Continuation of training at NE hospitals	11-01-2008	11-01-2008	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Activity	Completed - 100% of all trauma records are retrieved by DHHS in 24 hours after they are entered into the system.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
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NE-P11 - Nebraska Trauma Registry Module Purchase

Priority: -

Last Updated: 17-MAY-2012

Revision Date: 09-JUN-2007

Status: Completed

Lead Agency: DHSS

Partners: -

Website:

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

City, Zip: Lincoln 68509

Phone: (402) 471-0566

Email: ming.qu@nebraska.gov

Project Description: DHHS will work with ImageTrend to The web-based trauma bridge system is a user-friendly, state-provided, scale able trauma registry solution for all hospitals to use at no cost. It will give all hospitals in Nebraska, large and small, the information technology to continuously improve their trauma services. In addition, the system was designed to seamlessly integrate with the Electronic Nebraska Ambulance and Rescue Services Information System (e-NARSIS). This allows hospitals to pre-populate their EMS records and referring hospital records, and assure accurate, reliable patient data.

The project aims to help DHHS to complete the purchase of the web-based trauma bridge system, and access the state trauma system efficiency and effectiveness and the outcome of traffic crashes.

EXPECTED IMPACT

Standard Performance Area: Timeliness

Baseline: State trauma regulation requires designated trauma facilities submit data to DHHS on a monthly basis.

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

Improvement: Through the trauma bridge system, trauma records can be retrieved by DHHS in 24 hours after they are entered into the system.

Standard Performance Area: Integration

Baseline: All hospital data from acute care, burn and rehabilitation hospitals are independent

improvement: Through the trauma bridge system, trauma records can be linked cross pre-hospital (e-NARSIS), as well as acute care, burn and rehabilitation hospitals.

Milestones

Milestone Description	Target Date	Actual Date	Status
Purchase rehabilitation hospital module	03-01-2007	03-01-2007	Completed
Purchase burn hospital module	06-01-2007	05-01-2007	Completed
Purchase a report writer module	09-01-2007	06-06-2007	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2008	06-15-2008	06-11-2009	Robert Corner
Activity	Completed. The trauma registry modules have been purchased and are assisting in the E-CODE project.		
Problems			
Plans			
Comments			

NE-P12 - Crash Outcome Data Evaluation System (CODES)

Priority: High

Last Updated: 24-JUN-2014

Revision Date: 20-MAR-2013

Status: Active

Lead Agency: DHHS

Partners: -

Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

City, Zip: Lincoln 68509

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Email: ming.qu@nebraska.gov

Project Description: CODES is responsible for linking the motor vehicle crash records with the medical files including the EMS, Hospital Discharge, and Death Certificate Data 2) using the CODES data to support highway safety and injury prevention activities at the federal, state, and local levels. Nebraska CODES has been successful and effective. CODES has linked 10 years of data from 1996 to 2005 and used the linked data extensively to conduct research projects and produce technical reports and fact sheets. Numbers of CODES studies were presented at the national conferences; and some of them were published in national journals. Local and national newspapers reported CODES studies. The National Traffic Assessment Team highly praised what Nebraska CODES has accomplished during last summer's assessment. A NHTSA officer recognized CODES performance recently. They are impressed by the quantity and quality of CODES' work.

Expected Impact:

Standard Performance Area: Timeliness

Baseline: Linkage completed 180 days (6 months) after the Crash, EMS, Hospital Discharge, and Death

Certificate Data was received; linked data becomes available in 2 months of validation after completion of linkage.

% of 2005 data linkage completed within (5 months): >99%.

Standard Performance Area: Integration

Baseline: # crash injury records linked with the number of hospital discharge records-- the linkage rate was 54% (2004 data).

% of crash injury records and hospital discharge records linked (2005 data): =56%

Standard Performance Area: Accessibility

Baseline: This is an on-going process. The linked CODES data is available upon request. It usually takes two weeks to prepare the raw data. To prepare aggregate data, it depends on the amount of information, priority of the request, and available personal services.

As a major information source, CODES will continue to serve the highway safety and injury prevention agencies and communities to support their programs. CODES will continue to use its expertise in data management, analysis, interpretation, and reporting to contribute to other programs.

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Hold quarterly committee meetings	10-10-2006	07-18-2007	Completed
Non-Nebraska residents traffic crashes	12-01-2006	12-01-2006	Completed
Pick-up crash study	05-01-2007	05-01-2007	Completed
2005 CODES Data Linkage	05-01-2007	05-01-2007	Completed
Hold quarterly meetings (On-going)	09-30-2014		On Schedule
Continue with data sets for succeeding years (Ongoing)	09-13-2015	06-13-2014	On Schedule
Crash data linkage. This is an on-going project.	09-30-2015		On Schedule

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$157,125.00
Other Federal Funds	\$0.00
State Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 163 Funds	\$0.00
NHTSA Section 408 Funds	\$164,578.00
Other Federal Funds	\$0.00
State Funds	\$0.00

Activity Report

<u>Report Start</u> 10-01-2007	<u>Report End</u> 09-30-2008	<u>Report Date</u> 06-11-2009	<u>Provided By</u> Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			
<u>Report Start</u> 10-01-2008	<u>Report End</u> 09-30-2009	<u>Report Date</u> 06-10-2010	<u>Provided By</u> Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			
<u>Report Start</u> 10-01-2009	<u>Report End</u> 09-30-2010	<u>Report Date</u> 02-28-2011	<u>Provided By</u> Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			
<u>Report Start</u> 10-01-2010	<u>Report End</u> 09-30-2011	<u>Report Date</u> 05-09-2012	<u>Provided By</u> Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			
<u>Report Start</u> 10-01-2012	<u>Report End</u> 09-30-2013	<u>Report Date</u> 06-14-2013	<u>Provided By</u> Robert Corner
Activity	On-going activity: CODES continues to link the four data bases - Crash, EMS, Hospital Discharge, and Death Certificate Data.		
Problems			
Plans			
Comments			
<u>Report Start</u> 04-13-2013	<u>Report End</u> 03-31-2014	<u>Report Date</u> 06-11-2014	<u>Provided By</u> Ashely Newmyer

Narrative of the Improvement(s):

Since 2010, the linkage rate of the CODES project has improved from around 50% to just over 80% of records linked.

Narrative Description of Calculation / Estimation Method:

DHHS has calculate the linkage rate according to the police crash report variable (TRANSPORTED TO MEDICAL FACILITY CODE), if the police report these code (people involved in crash were transported by EMS, Police, other, unknown and transported (history)), then DHHS flags these records as transported to a medical facility. Then DHHS divides the number of records that were transported to a medical facility and linked to the E-CODE dataset by the total number of records that were transported to medical facility and convert to a percentage.

Activity

*Linkage rate=((the number of people who were transported to medical facility and linked to ECODE dataset)/(the number of people who were transported to medical facility))*100%*

Date and Baseline Value for the Measure:

*(A contiguous, 12 month performance period starting no earlier than April 1, 2013)
For the datasets received (which consisted of crashes that occurred in 2011) and linked between April 1, 2012 and March 31, 2013 the linkage rate was 81%.*

Date and Current Value for the Measure:

*(An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year).
For the datasets received (which consisted of crashes that occurred in 2012) and linked between April 1, 2013 and March 31, 2014 the linkage rate was 77%.*

Problems

Plans

Comments

Linked Items

Type	Label	Name
Performance Measure	NE-P12	CODES Data Quality Assessment & Improvement

NE-P13 - Conduct a NHTSA Approved State Traffic Records Assessment

Priority: -

Last Updated: 22-MAR-2013

Revision Date: 08-MAY-2012

Status: Completed

Lead Agency: NDOR

Partners: -

Website:

Project Director

Project Description: The State will schedule and conduct a statewide Traffic Records Assessment (TRA) with a team approved by NHTSA before September 30, 2007. A second statewide Traffic Records Assessment was scheduled and completed July 17 - July 22, 2011. This will meet the condition required by Section 408 for a state to be eligible in order to apply for 408 funding. In addition, the results of the assessment will aid the TRCC in planning and prioritizing projects and activities to improve the state highway safety data and traffic records system.

EXPECTED IMPACT

Baseline: 15 major recommendations as a result of the 2011 Traffic Records Assessment

Standard Performance Area: Timeliness

Major recommendations to be included in the FY07 & FY12 408 application: > 70%

Major recommendation to be included in the FY12 408 application: To be considered after the assessment and determined by the TRCC committee.

Milestones

Milestone Description	Target Date	Actual Date	Status
TRA Assessment	09-01-2006	08-01-2006	Completed
Final written report	12-01-2006	12-01-2006	Completed
TRA Assessment	07-17-2011	07-17-2011	Completed
Final written report	09-30-2011	03-23-2012	Completed

Core System and Performance Area

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

Activity Report

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

06-09-2010	09-30-2011	02-28-2011	Robert Corner
Activity	NHTSA Region VII Office has informed the Nebraska Office of Highway Safety that the required Traffic Records Assessment for 408 funding has been scheduled for July 17 - July 22, 2011.		
Problems			
Plans			
Comments			
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
07-17-2011	03-15-2012	05-08-2012	Robert Corner
Activity	The second State Traffic Records Assessment was completed July 17-22, 2011 with the final written report sent to Nebraska in March 2012		
Problems			
Plans			
Comments			

NE-P14 - Lancaster County Traffic Court to Reduce the Outstanding Overdue Case Balances

Priority: -

Last Updated: 14-JUN-2013

Revision Date: 20-MAR-2013

Status: Completed

Lead Agency: Nebraska Supreme Court

Partners: Nebraska Court Administrator's Office

Website:

Project Director

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

Baseline:

In 2007 - 1,966 Lancaster County court cases per year indicate failure-to-pay/costs for moving traffic violations. These individuals will be referred to the Nebraska Department of Motor Vehicles for license suspensions due to failure-to-pay for traffic violations

Standard Performance Area: Timeliness

Decrease the court cases involving failure-to-pay for moving traffic violations by 25% of the 2007 totals: From 1,966 in 2007 to 1,474 in 2008 (12 full months of implementation).

Milestones

Milestone Description	Target Date	Actual Date	Status
Job description / advertise	10-01-2007	10-01-2007	Completed
Hire Applicant	11-01-2007	11-01-2007	Completed
Implement pilot program (test system) and utilize postcards for the first time	12-01-2007	12-01-2007	Completed
Actual start-up	02-01-2008	02-01-2008	Completed
Project Activity Continuation	09-30-2011	09-30-2011	Completed
Activity continued throughout FY12. In FY13 project activity will continue with state funds.	09-30-2012	09-30-2012	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2008	06-15-2009	03-20-2009	Robert Corner
<p><i>Anticipated for year 1 project activity: A twenty-five (25%) decrease in NDMV license suspensions from 1,966 in 2007 to 1,474 in 2008.</i></p> <p>Activity <i>Achieved results for year 1 project activity: NDMV issued 767 suspensions for a twelve (12) months (February 2008 through January 2009) for non-payment of traffic fines ordered by Lancaster County Court. Instead of a 25% projected decrease (1,474 divided by 1,966), the project actually achieved a 61% decrease (767 divided by 1,966 - 2007 baseline) for a twelve month period.</i></p>			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	06-15-2010	06-10-2010	Robert Corner
<p>Activity <i>The Lancaster County Court from October 2008 through September 2009 had 870 failure-to-pay violations. Of the 3,626 traffic cases 24% (870) made no payment. Because of the success of the project, the Lancaster County Court has expanded its use of the collection process to include criminal non-probation cases as well. Through this program an additional 8,300 cases were paid within the parameters of the time pay order, and hundreds of possible warrants and the resulting stress upon the court law enforcement systems were avoided.</i></p>			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2009	09-30-2010	02-28-2011	Robert Corner
<p>Activity <i>The Lancaster County Court from October 2009 through September 2010 had 826 failure-to-pay violations. Of the 3,552 traffic cases 23.3% (826) made no payment.</i></p>			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
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10-01-2010	09-30-2011	05-04-2012	Robert Corner
Activity	The Lancaster County Court from October 2010 through September 2011 had 794 failure-to-pay violations. Of the 3,740 traffic cases 21.2% (794) made no payment.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
10-01-2011	09-30-2012	03-20-2013	Robert Corner
Activity	The Lancaster County Court from October 2011 through September 2012 had 793 failure-to-pay violations. Of the 3,615 traffic cases 21.9% (793) made no payment. In FY13 project activity will continue with state funds.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
Performance Measure	NE_PM02	NE_PM02 - Citation / Adjudication / Timeliness

NE-P15 - Electronic Nebraska Ambulance Rescue Squad Information System (eNARSIS)

Priority: -

Last Updated: 24-JUN-2014

Revision Date: 21-MAR-2013

Status: Active

Lead Agency: DHHS

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

Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

City, Zip: Lincoln 68509

Phone: (402) 471-0566

Email: ming.qu@nebraska.gov

Project Description: The EMS Division of the Nebraska Department of Health and Human Systems (DHHS) has completed the Rule & Regulation process and is awaiting approval from the Governor to implement the Rule & Regulation that ambulance squads must submit electronic reports to EMS on all ambulance calls. Currently ambulance squads can submit paper reports to EMS NARSIS (Nebraska Ambulance Rescue Squad Information System). In 2007 the EMS Division began training ambulance squads in electronic reporting in a program called e-NARSIS. The e-NARSIS report was uniform and required certain elements that had to be reported. The average number of days it takes to receive an ambulance squad report by paper (NARSIS) versus the number of days it takes to receive the report electronically (e-NARSIS) will be compared and calculated. It is expected to cut the reporting time by 50% from the 77 average days in 2007 to submit a paper report to <38 days to submit an electronic report in 2008.

Milestones

Milestone Description	Target Date	Actual Date	Status
E-NARSIS Users Group has completed Nebraska's Data Dictionary and has updated the NEMSIS 3.0 requirements into the reporting forms. Once the roll out of NEMSIS 3.0 is approved on the federal level, Nebraska EMS will be in complete compliance.	09-30-2011	04-30-2012	Completed
The Gap Analysis was completed and presented to the DHHS EMS Program and Users Group	01-30-2014		Completed
The Users Group was able to come to a consensus on the data standards. The Administrative staff has completed part of the training and plans to follow up with the second part of the training at the July 15-18, 2014 ImageTrend EDS Conference	07-18-2014		On Schedule

Through efforts of many health field officials, DHHS has submitted new Rules & Regulations to the Governor's Office (Nebraska Administrative Procedures Act). The Rules & Regulations will require all ambulance squads to report all ambulance runs electronically. The Governor has now approved the new rules and regulations. The new procedures will give all Nebraska ambulance squads two years to comply when they must submit electronic reports with DHHS. Nebraska will then have 100% compliance of all EMS squads submitting reports electronically.	09-30-2014	On Schedule
In 2007 EMS Division began training receptive ambulance squads in electronic reporting in a program called e-NARSIS. The concept was a time and cost savings to the ambulance squad. The report itself has all the NEMIS elements with required uniform fields with information that must be submitted to the EMS Division. Squads continue to be trained on a voluntary basis beginning in 2008 (On-going project funded with state funds).	09-30-2014	On Schedule

Core System and Performance Area

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

Budgets

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

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

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2008	06-15-2009	03-03-2009	Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2008 the average time was 65 days. In 2007 the EMS Division began training in an electronic form to squads who volunteered for the training. Nebraska currently has 431 EMS squads. During 2008, 233 or 54% voluntarily submitted EMS reports electronically. The average number of days for the EMS Division to receive the electronic reports was 11 days.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-10-2010	Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2008 the paper EMS reports averaged 65 days and in 2009 the reports averaged 60 days. In 2007 the EMS Division began training in an electronic form to squads who volunteered for the training. Nebraska currently has 428 EMS squads. The average number of days for the EMS Division to receive the electronic reports - 6 days.		
Problems			

Plans
Comments

Report Start 10-01-2010	Report End 09-30-2011	Report Date 02-28-2011	Provided By Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2008 the paper EMS reports averaged 65 days, 2009 the reports averaged 60 days and in 2010 the reports averaged 58 days. The average number of days for the EMS Division to receive the electronic reports - 5 days.		
Problems			
Plans			
Comments			

Report Start 10-01-2012	Report End 09-30-2013	Report Date 06-14-2013	Provided By Robert Corner
Activity	In 2007 paper EMS reports averaged 77 days from the date of the ambulance run to the day the Nebraska EMS Division received the report. In 2011 the paper EMS reports averaged 57 days and in 2012 the reports averaged 52 days. The average number of days for the EMS Division to receive the electronic reports remained at 5 days. In 2012, 337 (79.5%) of 424 EMS squads were using electronic reports.		
Problems			
Plans			
Comments			

Report Start 11-26-2013	Report End 07-18-2014	Report Date 06-24-2014	Provided By Doug Fuller
Activity	EMS conducted a two-day users group meeting in Lincoln, NE. A representative group of pre-hospital care providers worked to bring the State regulatory requirement to be in highest National Emergency Medical Service Information System (NEMSIS) compliance. Additional funds were requested to provide administrative training of staff on the setting up and implementation of the new software (Elite) that will be used to meet the demands of the NEMSIS Version 3.3.4 and attend the annual ImageTrend Conference to continue to learn how the new software will function.		
Problems			
Plans			
Comments			

Report Start 11-26-2013	Report End 01-30-2014	Report Date 06-24-2014	Provided By Doug Fuller
Activity	A contractor was hired by the DHHS EMS Program to perform a gap analysis of the current Nebraska Emergency Medical Services Standards versus the National Emergency Medical Services Information System (NEMSIS V3) and present that report to the EMS Users Group for discussion and to the DHHS EMS Program to use as a starting point in bringing the Nebraska Emergency Medical Services Standards in line with the NEMSIS V3.		
Problems			
Plans			
Comments			

Linked Items

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

NE-P16 - Nebraska E-CODES

Priority: -

Last Updated: 24-JUN-2014

Revision Date: 20-MAR-2013

Status: Active

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

Partners: -

Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

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Project Description: The injury surveillance system is the primary data system for the traffic safety, public health, and law enforcement agencies. Injury related hospital discharge data (E-CODE) is a major set for injury surveillance and injury prevention. Important injury surveillance activities have been implemented with limited resources. The data quality of E-CODE is very important since it has a huge influence on public health. DHHS has been working very closely with the NE Hospital Association to assess the data quality and the level of hospital compliance with the NE E-CODE law, monitor progress in E-CODE compliance, provide feedback to reporting hospitals, and recommendations for improvement.

Standard Performance Area: Accuracy and Completeness

Have a 95% reporting rate from NE hospitals; increase the valid injury rate for a baseline of 56% to 70% by 2009.

The performance measure used to track improvements in the E-CODE dataset (this dataset represents both inpatient and emergency department records resulting from an injury) is the timeliness of data reporting and the accuracy of records indicating an injury and also containing an external cause of injury code. Injury data is collected in E-CODE for all injuries, including those crash related injuries that result in a hospitalization or ED visit.

Milestones

Milestone Description	Target Date	Actual Date	Status
Receive 2006 E-CODE data - completed	11-01-1987	11-30-1987	Completed
Receive 2007 E-CODE data	12-30-1987	01-15-2009	Completed
E-CODE Summary Report (On-going)	09-30-2014		On Schedule
Analyze data (on-going)	09-30-2014		On Schedule

Core System and Performance Area

Core System	Performance Area					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						
Driver License / History						
Injury Surveillance / EMS	X	X		X		

Roadway						
Citation / Adjudication						
Vehicle Registration						

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$35,634.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$35,619.00

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

Activity Report

Report Start 10-01-2007	Report End 09-30-2008	Report Date 06-11-2009	Provided By Robert Corner
Activity On-going project. This project helps with quality data for the overall CODES project.			
Problems			
Plans			
Comments			

Report Start 10-01-2008	Report End 09-30-2009	Report Date 06-11-2010	Provided By Robert Corner
Activity On-going project. This project helps with quality data for the overall CODES project. The draft reporting cards for 87 hospitals were finished in August 2009. The E-CODE data quality summary report was prepared in September 2009.			
Problems			
Plans			
Comments			

Report Start 10-01-2009	Report End 09-30-2010	Report Date 02-28-2011	Provided By Robert Corner
Activity On-going project. This project helps with quality data for the overall CODES project. The draft reporting cards for 87 hospitals were finished in July 2010. The E-CODE data quality summary report was prepared in September 2010.			
Problems			
Plans			
Comments			

Report Start 10-01-2010	Report End 09-30-2011	Report Date 05-10-2012	Provided By Robert Corner
Activity On-going project. This project helps with quality data for the overall CODES project. Developed a summary report of the reporting cards for each of the 87 hospitals. The E-CODE data quality summary report was prepared in May 2011.			
Problems			
Plans			
Comments			

Report Start 10-01-2012	Report End 09-30-2013	Report Date 06-14-2013	Provided By Robert Corner
Activity On-going project. This project helps with quality data for the overall CODES project. The E-CODE analyst developed a summary report of the reporting cards for each of the 88 hospitals. The E-CODE data quality summary report was prepared in June 2012. The average number of day from hospital/emergency room discharge until data is entered into database for 2012 is 36 days.			
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
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04-01-2012	03-31-2014	06-02-2014	Ashley Newmyer
Activity	<p>The performance measure used to track improvements in the E-CODE dataset (this dataset represents both inpatient and emergency department records resulting from an injury) is the timeliness of data reporting and the accuracy of records indicating an injury and also containing an external cause of injury code. Injury data is collected in E-CODE for all injuries, including those crash related injuries that result in a hospitalization or ED visit.</p> <p>Since the baseline year we have observed an improvement in data timeliness from an average of 38.25 days in to an average of 17.17 days in for the reporting year ending in Mar. 2014. For this dataset, accuracy has remained stable for both the ED records and the inpatient records. From baseline to current value the percent of inpatient records with an injury diagnosis code and an external cause of injury code has remained stable at 70%. For ED records the percentage of records with an injury diagnosis code and an external cause of injury code has remained at 90% from baseline year to current year. For further attempts to improve accuracy we are meeting with the Nebraska Hospital Association who provides education to medical records departments and are exploring other avenues to improve these measures.</p> <p>The timeliness measure is calculated by calculating the time lapse for each record between the date the record was entered in our system and the discharge date on the record, and then calculating the average number of days among all records.</p> <p>The accuracy measure is calculated by dividing the number of records with both a valid injury diagnosis code and external cause of injury code by the total number of records in both inpatient and emergency department subsets respectively.</p> <p>Date and Baseline Value for the Measure: Timeliness: From April 1, 2012 to March 31, 2013 the average number of days from hospital or ED discharge until the data was entered was 38.25 days. Accuracy: From April 1, 2012 to March 31, 2013 the percentage of inpatient records with an injury diagnosis code and an external cause of injury code was 70%. From April 1, 2012 to March 31, 2013 the percentage of ED records with an injury diagnosis code and an external cause of injury code was 90%.</p> <p>Date and Current Value for the Measure: Timeliness: From April, 1, 2013 to March 31, 2014 the average number of days from hospital or ED discharge until the data was entered was 17.17 days. Accuracy: From April, 1, 2013 to March 31, 2014 the percentage of inpatient records with an injury diagnosis code and an external cause of injury code was 70%. From April, 1, 2013 to March 31, 2014 the percentage of ED records with an injury diagnosis code and an external cause of injury code was 90%.</p>		
	Problems		
	Plans		
	Comments		

Linked Items

Type	Label	Name
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NE-P17 - Facial Recognition Technology Project

Priority: High

Last Updated: 24-JUN-2014

Revision Date: 26-JUN-2013

Status: Active

Lead Agency: Nebraska Department of Motor Vehicles

Partners: -

Website: <http://www.dmv.ne.gov/>

Project Director

Name: **Ms. Betty Johnson**

Title: Administrator Driver & Vehicle Records Division

Agency: Department of Motor Vehicles (DMV)

Office:

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City, Zip: Lincoln 68509-4789

Phone: (402) 471-3909

Email: betty.johnson@nebraska.gov

Project Description: Nebraska launched its new driver license system that will use facial recognition technology to identify potential fraud suspects in July 2009. The system is capable of conducting a one to one review of facial images at the time of driver license application and a complete review of every image (2,005,849 million images) in the DMV Driver License Record Data System each night. DMV licensing staff will now have the opportunity to review each applicant's photo and compare it against the most recent image stored under that individual's name. Any suspicious incongruity detected in the system is captured and turned over to the DMV Fraud Unit for investigation. The facial recognition process will help the DMV in determining the accuracy of any new applicant applying for a driver's license for the first time, renewal of a driver's license, new duplicate, replacement, etc.

In order to complete the process, the DMV will also run all "archived" record application images from February 2003 through June 2007 against the driver record image file. The DMV started storing driver pictures in the driver record data base in February 2003. With the "completion" of all the archived records, the DMV will have conducted a one to one review of every single facial image in the DMV driver record image file except for driver licenses/permits/ID cards issued between the dates of January 2008 through June 2009. DMV has decided as the drivers, permit and ID holders renew their driver licenses and ID's in 2013 and 2014 (five year issuance) the DMV licensing staff at that time will run the facial image against the complete driver record image file.

Milestones

Milestone Description	Target Date	Actual Date	Status
Implementation of the Facial Recognition Project with one on one checks at time of application and a nightly run against the entire Driver License Record Data System.	07-01-2009	07-22-2009	Completed
Continuation of the Facial Recognition Project with one on one checks at time of application and a nightly run against the entire Driver License Record Data System.	07-01-2010	07-01-2010	Completed
DMV will complete a one on one facial image of every single individual stored in the DMV driver record image file. Archived pictures from February 2003 to June 2007 have been run against the entire set of images stored in the driver record image file (2,005,849 images).	03-01-2011	12-31-2010	Completed

The Facial Recognition Project was enhanced as DMV added photographs from the Nebraska Crime Commission. All county jail photographs of individuals lodged in Nebraska county jails were down loaded into the DMV Facial Recognition Driver Image System by September 2012. The number of new jail photographs added to the DMV data base was 414,841. Since the initial download, DMV has been receiving a daily feed of new jail photographs captured at the county jails that accounted for an additional 106,000 photographs. DMV expects to receive approximately 340 photographs from county jails every day.	03-31-2013	03-31-2013	Completed
Following the renewal of driver licenses for the images of drivers who obtained licenses in 2008 and the first six months of 2009 (Nebraska has a five year operator's license),this project will be 100% complete for archived records in 2014.	09-30-2014		On Schedule
Continuation of the Facial Recognition Project with one on one check at time of application and a nightly run against the entire Driver License Record Data System including the additional photographs from the county jails.	09-30-2014		On Schedule
Continuation of use of the Facial Recognition System with one-to-one comparisons against an applicant's history at time of application and a nightly one-to-many comparison against all images on the DMV Driver License Record Data System inclusive of the booking photographs from the county jails.	09-30-2015		On Schedule

Core System and Performance Area

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

Budgets

Budget Source - 2015	Total Budget
State Funds	\$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
06-16-2009	06-15-2010	06-11-2010	Robert Corner
Activity	As of January 21, 2010, the facial recognition system has identified 103 cases for investigation of fraud or identity theft. Of the 103 cases (since July 2009), the DMV Fraud Unit has made 5 arrests, 18 cases were closed (due to pleas, as unfounded, declined by the prosecutor, or due to the state statute of limitations), 44 are currently being investigated, and 36 are yet to be assigned.		
Problems			
Plans			
Comments			

Report Start	Report End	Report Date	Provided By
01-01-2010	12-31-2010	05-09-2011	Robert Corner

<p>Between January 1, 2010 and December 31, 2010 the Facial Recognition system has identified 269 cases for investigation of fraud or identity theft from images matched after July 2009. Of the 269 cases, the DMV Fraud Unit has cleared 14 cases by arrest with some cases involving multiple violations. The unit investigated another 51 cases which were closed (due to pleas, as unfounded, declined by the prosecutor, or due to statute of limitations). 64 cases are currently being investigated, and another 140 cases are yet to be assigned. Driver license documents have not been mailed to the individuals involved in the 204 cases being investigated or yet to be assigned and will not be until the cases are cleared.</p> <p>Activity DMV plans to have a complete review of the historical database (February 2003 / June 2009) completed in early 2011. From August 1, 2009 through December 31, 2010 a total of 120,000 of the archival records were flagged as suspicious. As a result of the one to one facial comparison to the entire driver file database, DMV has now reviewed 72,000 of the suspicious records. As of January 1, 2011 DMV will continue to review the remaining 48,000 suspicious images. Of the 72,000 archival images that were reviewed through December 31, 2010, the facial recognition system has identified 331 cases for investigation of fraud or identity theft as compared to 0 for the baseline.</p> <p>As of December 2010 DMV has a 60% completeness of the one to one facial review of the archival records. When the remaining 48,000 suspicious images are reviewed by DMV staff in early 2011, this project will have achieved 100% completeness of all possible archival records.</p>
Problems
Plans
Comments

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity	<p>DMV remains on schedule to complete all archived D/L photographs by renewals in 2014. The project has also been expanded at State expense to add an additional 500,000 historical jail photos to the system in September 2012. The photographs added are inmates of county jails. DMV enhanced the system by adding new software to provide a daily count of the total photographs. DMV is working with the State Department of Corrections to obtain photographs of prisoners held in the state correctional facilities.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2013	09-30-2014	06-23-2014	Betty Johnson
Activity	<p>DMV remains on schedule to complete facial recognition comparisons of all archived driver license photographs through the renewal process by September 30, 2014. After this date all images will continue to be compared through the new and renewal issuance process to maintain efforts to combat fraud perpetrated through the driver license issuance process.</p> <p>During calendar year 2013 there were 738,731 driver license document applications processed which generated 209,452 possible facial recognition matches for manual review. Of these possible matches, 157 identity fraud cases were opened and the corresponding license documents withheld from issuance. Approximately 30 individuals were arrested and charged with crimes in addition to driver license fraud involving employment benefits, insurance fraud, and motor vehicle certificate of title fraud.</p> <p>In addition, in cooperation with law enforcement agencies, 680 images relating to criminal case investigation were processed through the DMV Facial Recognition System for purposes of identification.</p>		
Problems			
Plans			
Comments			

NE-P18 - Off Line Electronic Accident Form

Priority: High

Last Updated: 24-JUN-2014

Revision Date: 14-JUN-2013

Status: On Hold

Lead Agency: Nebraska Department of Roads

Partners: Smaller Law Enforcement agencies without Internet access

Website: <http://www.transportation.nebraska.gov/highway-safety/index.htm>

Project Director

Name: **Mr. Robert Grant**

Title: Highway Safety Manager (FARS Supervisor)

Agency: Nebraska Department of Roads

Office: Highway Safety, Traffic Engineering, NDOR

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City, Zip: Lincoln 68509-4759

Phone: (402) 479-4645

Email: Bob.Grant@nebraska.gov

Project Description: Parts of Nebraska, especially in rural areas lack Internet access. As the result of a training session at the 2010 Traffic Records Forum, Nebraska contacted the Traffic Records Forum vendor, Open Portal Solutions (OPS). The discussion with OPS led to an agreement in August of 2010 in which OPS agreed to develop a fully usable customized version of its electronic crash reporting application solution ("Application"), which will allow Nebraska law enforcement officers and personnel to generate electronic crash reports using an IPAD device. The electronic crash information generated from the IPAD will be sent directly into the NDOR crash data system.

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
November 2010 - Purchased 4 IPADs. Three for use in testing by OPS and one for NDOR personnel.	11-30-2010	11-15-2010	Completed
September 2011 - Purchased 30 IPADs to be used in electronic crash reporting by law enforcement agencies in this pilot project.	09-30-2011	09-28-2011	Completed
March 2012 - Train law enforcement personnel in accident reporting using IPADs at the Nebraska Law Enforcement Training Center in Grand Island, NE.	02-29-2012	03-27-2012	Completed
July 2010 - Open Portal Solutions agreed to develop at no cost to NDOR a customized electronic crash application solution to generate electronic crash reports using an IPAD.	03-01-2012	05-15-2012	Completed
Beginning May 8, 2012 - Project to have small rural law enforcement agencies in areas without internet access to transmit electronic crash reports using an IPAD.	05-30-2012	05-16-2012	Completed
On-going project to have small rural law enforcement agencies in areas without internet access to transmit electronic crash reports using an IPAD. The 2012 data (through mid-November) indicated the IPAD crash reports took 4.23 days from the date of the crash until the report was in the NDOR crash data system. This project is currently on-hold until additional funding can be secured.	09-30-2014		Cancelled

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	03-23-2012	05-14-2012	Robert Corner
Activity OPS has created the crash application for using an IPAD (Completed MAR 2012).			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	09-30-2012	05-14-2012	Robert Corner
Activity The seventeen officers representing nine (9) different smaller agencies in rural areas without internet access have sent nine (9) electronic crash reports to NDOR since the project started live on May 16, 2012. Prior to May 16, 2012 all accident reports from these nine agencies had to be submitted in a paper format which averaged ninety plus days prior to being placed in the NDOR crash data base. The electronic reports submitted thus far have averaged 2.44 days and are already in the NDOR crash data base.			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	03-27-2012	05-14-2012	Robert Corner
Activity Twenty-two (22) law enforcement personnel were trained using the new IPAD format to send electronic crash reports to the NDOR Accidents Record Bureau (March 27, 2012). Seventeen (17) of the twenty-two (22) trained were from smaller law enforcement agencies in rural areas without internet access. The other five (5) trained were officers from agencies that currently are using IPADs for other reports and who wanted to attend the training.			
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2012	09-30-2013	06-14-2013	Robert Corner
Activity From May 8 / November 30, 2012, IPAD electronic reports from the eight agencies were sent directly into the NDOR crash data system. One small agency previously trained in March did not send in any electronic reports during this time period as there were personnel issues resulting in a complete makeover of the police agency. Through November 2012, the eight agencies sent in 121 electronic reports and 518 paper reports. The average time for the electronic reports to be entered into the NDOR crash data system was 4.23 days while the baseline 2011 paper reports averaged 67.63 days. Due to a contract disagreement, this project is on hold until NDOR obtains additional funding.			
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
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NE-P19 - Nebraska Data Inventory

Priority: -

Last Updated: 24-JUN-2014

Revision Date: 21-MAR-2013

Status: Completed

Lead Agency: DHHS

Partners: All sites that have data sources related to traffic safety.

Website: http://dhhs.ne.gov/publichealth/Pages/hew_hewindex.aspx

Project Director

Name: **Ming Qu**

Title: Health Section Administrator

Agency: Department of Health and Human Services

Office: Division of Public Health

Address: 301 Centennial Mall South, PO Box 95007

City, Zip: Lincoln 68509

Phone: (402) 471-0566

Email: ming.qu@nebraska.gov

Project Description: This project proposes to establish a Nebraska Traffic Safety Data Inventory that lists all data sources related to traffic safety that exist in the state of Nebraska. This list will provide a detailed description, dictionary, contact person, and changes in every data source. The Inventory list will be helpful to monitor each data source, help in the evaluation of projects and in the accessibility of the traffic safety data.

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Formulate a questionnaire to survey each data source	12-31-2011	03-30-2012	Completed
Have all data owners complete the survey	03-30-2012	09-30-2012	Completed
Provide feedback to data owners and clarify unclear questions	06-30-2012	09-30-2012	Completed
Complete all the data inventory documents	09-30-2012	09-30-2012	Completed

Core System and Performance Area

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

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2011	03-29-2012	05-16-2012	Robert Corner
Activity <i>The interview protocol was completed and the survey instrument constructed.</i>			
Problems			
Plans			
Comments			

<u>Report Start</u> 03-26-2012	<u>Report End</u> 06-30-2012	<u>Report Date</u> 05-16-2012	<u>Provided By</u> Robert Corner
Activity	The UNL intern started conducting face to face interviews. Through mid-April interviews have been conducted with 12 individuals who are program coordinators and/or data owners and users. Progress reports will be given at the quarterly CODES meetings.		
Problems			
Plans			
Comments			

<u>Report Start</u> 06-16-2012	<u>Report End</u> 05-01-2013	<u>Report Date</u> 03-20-2013	<u>Provided By</u> Robert Corner
Activity	A word file with an overview and description of the databases and program activities was created at the end of September 2012. DHHS plans to have a web site completed and in operation by the end of June 2013 with the data inventory information.		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
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NE-P20 - Driver's E-Crash Reporting System

Priority:

Last Updated: 24-JUN-2014

Revision Date: 23-JUN-2014

Status: Active

Lead Agency:

Partners:

Website: <http://www.transportation.nebraska.gov/highway-safety/index.htm>

Project Director

Name: **Mr. Robert Grant**
Title: Highway Safety Manager (FARS Supervisor)
Agency: Nebraska Department of Roads
Office: Highway Safety, Traffic Engineering, NDOR
Address: 1500 Hwy 2, PO Box 94759
City, Zip: Lincoln 68509-4759
Phone: (402) 479-4645
Email: Bob.Grant@nebraska.gov

Project Description: Nebraska has traditionally had a paper-based crash records system. As crash records become more important to highway safety agencies, there is a need to speed up the system in order to make data available sooner. Nebraska Revised Statute 60-699 requires that the operator of any vehicle involved in an accident resulting in injuries or death to any person or damage to the property of any one person, including such operator, to an apparent extent of more than one thousand dollars shall within ten days forward a report of such accident to the Department of Roads. This 10 day mandate to report a vehicle accident to the Department of Roads is currently being completed by either downloading and printing off the DR41 Driver's Motor Vehicle Accident Report online or obtaining a paper copy from the investigating officer or directly from the Accident Records office. Either method requires the person to fill the report out by hand and either mail it or deliver the report in person. These handwritten reports are subject to the writing style of each person that fills them out, resulting in different levels of readability. This readability issue challenges the ability of the data entry staff to decipher the handwriting, slowing down the data entry process.

EXPECTED IMPACT:

Baseline: To reduce from the current 90 days to =< 45 days the submittal of driver's reports and data retrieval from the Highway Safety Information system.

Standard Performance Area: Timeliness

Baseline of 90 days to =< 45 days for drivers sending in crash reports electronically: 90 days to =< 45 days

Standard Performance Area: Accuracy

To increase the accuracy rate of driver's submitted reports by eliminating hard-to-read hand written reports and replacing them with typed electronic versions. To reduce mail handling and scanning time by creating the images electronically and then moving them into the Highway Safety - Accident Records Section's imaging system automatically.

Milestones

Milestone Description	Target Date	Actual Date	Status
Develop and code the electronic DR41 system.	10-23-2014	06-23-2014	On Schedule

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	\$252,000.00

Budget Source - 2015	Total Budget
NHTSA Section 405c Funds	\$0.00

Activity Report

Report Start	Report End	Report Date	Provided By
10-01-2013	06-23-2014	06-12-2014	Sean Owings
Activity	DataBank was contracted in October 2013 to create the Driver's E-Crash Reporting system. The official kickoff meeting was held November 2013. Since then, continual effort has been made in the areas of: system requirements gathering, user interface screen outlines, unique business rules discovery, and DR41 image/data migration requirements. The final system requirements gathering was completed in April 2014, with a Statement of Work delivers to NDOR shortly after.		
Problems			
Plans	DataBank follows the Agile coding mythology, meaning they work in short sprints to quickly produce deliverables. This approach allows for testing and approval of small sections of the final product. Currently, DataBank is midway through sprint one. Upon completion of this six week interaction, NDOR should be presented with the framework for the portal page, as well as a finalized list of document types and keywords that will be used to route documents within NDOR's imaging system.		
Comments			

Linked Items

Type	Label	Name
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Traffic Record Assessment Report

Nebraska

Assessment Date: Updated June 27, 2014

1. Recommendation Label: NETRA11001

Recommendation: Perform a Quality Improvement Training needs assessment for the TRCC members.

Review all systems for current deficiencies.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	In Progress

2. Recommendation Label: NETRA11002

Recommendation: Develop basic quality metrics for each system component and report on them regularly.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	In Progress

3. Recommendation Label: NETRA11003

Recommendation: Provide regularly scheduled updates on project progress for the Executive level Committee, even if presented as a newsletter or memo, rather than a formal meeting.

Recommendation Type:

Major Recommendation?: Yes

Comment Type	Comment Status
Report Comments: Provided after each	Completed (ongoing)

4. Recommendation Label: NETRA11004

Recommendation: Review Committee membership representation to ensure that no stakeholder group or

agency is omitted, particularly local engineers and police agencies.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	On Going

5. Recommendation Label: NETRA11005

Recommendation: Charge the TRCC with the development of a new Strategic Plan for Traffic Records addressing the recommendations in this traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	Completed 11/20/12

6. Recommendation Label: NETRA11006

Recommendation: Assure that all TRCC members participate in the development of the Strategic Plan for Traffic Records and the selection and priority setting of the projects in the Plan. (It is advisable to acquire the skills of a facilitator to conduct workshops for the Plan development.)

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	Completed 11/20/12

7. Recommendation Label: NETRA11007

Recommendation: Include items in each TRCC meeting agenda that address progress reports on each system and project, as well as the status of the quality metrics developed by the TRCC following the guidelines in NHTSA's Model Performance Measures for State Traffic Records Systems.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	Completed (ongoing)

8. Recommendation Label: NETRA11008

Recommendation: Use a formal priority setting method with all TRCC members' participation for all projects considered for inclusion in the Strategic Plan for Traffic Records.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	In Progress

9. Recommendation Label: NETRA11009

Recommendation: Establish a subcommittee of the Traffic Records Coordinating Committee to assist the Department of Health and Human Services in establishing data access policies and procedures for the Public Health Information Center's data warehouse.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	In Progress

10. Recommendation Label: NETRA11010

Recommendation: Develop a formal plan for expanding electronic data collection and submission. The plan should be based on an inventory of law enforcement agency capabilities and should show the sequence of events, milestones, and target dates for achieving successively higher levels of electronic crash data submissions to NDOR.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	In Progress

11. Recommendation Label: NETRA11011

Recommendation: Establish a priority action plan to implement electronic crash data reporting and submission by the Omaha Police Department. A realistic target date should be agreed upon for the change-over to electronic data submissions.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	Completed 6/12/14

12. Recommendation Label: NETRA11012

Recommendation: Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report (and other forms) including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Roads should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	In Progress

13. Recommendation Label: NETRA11013

Recommendation: Establish a web-based DR41 form and subsequently eliminate paper submissions and processing of the driver report. Develop electronic comparisons between the driver- and officer-supplied crash reports in order to flag differences for staff attention at NDOR. In addition to creating a crash data record, ensure that the online system is capable of generating both a pdf and an image that is compatible with the DMV's imaging system so that the DMV may cease printing reports in order to re-image them in their own system.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	In Progress

14. Recommendation Label: NETRA11014

Recommendation: Charge the TRCC with developing recommended capabilities for a publicly accessible query tool supporting users' needs for crash data. This tool should be designed with a review of NDOR's crash data release policies in mind and meet the needs of a variety of users. Appropriate constraints should be implemented to safeguard sensitive information such as location-specific and personal identifying data.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	In Progress

15. Recommendation Label: NETRA11015

Recommendation: Establish a comprehensive, formal quality control program for crash data. This program should include the following components:

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

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	In Progress

16. Recommendation Label: NETRA11016

Recommendation: Revisit the opportunity to include the analytic tools recommended in the Highway Safety Manual, in particular the Safety Analyst tool, as an addition to those presently used by the State's highway safety community.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

17. Recommendation Label: NETRA11017

Recommendation: Explore the use of an electronic locator tool for crash and road features data.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

18. Recommendation Label: NETRA11018

Recommendation: Record the adverse driver histories from previous states of record on non-commercial drivers (as required for commercial driver records).

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>Requires Legislation</i>

19. Recommendation Label: NETRA11019

Recommendation: Obtain records on juvenile court convictions for any seriously adverse traffic violation — one that would be assessed at four (4) or more points when reported to the DMV and especially any conviction for a DUI offense. If there is general prohibition from disclosing a juvenile conviction, the information could be protected from public disclosure, but it is needed for determining driver control actions or sanctions in the interest of the remedial training for the offender and for protecting the public.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>Requires Legislation</i>

20. Recommendation Label: NETRA11020

Recommendation: Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

21. Recommendation Label: NETRA11021

Recommendation: Review the use and utility of the MIDRIS DUI tracking system to determine if changes are needed and if it is being used to its fullest capacity.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

22. Recommendation Label: NETRA11022

Recommendation: Include personnel from the Department of Motor Vehicles in the review and planning for the electronic DUI package to ensure that the forms and format meet the needs of the administrative license revocation process.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

23. Recommendation Label: NETRA11023

Recommendation: Continue funding support of CODES linkage and analysis activities.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	<i>Completed (ongoing)</i>

24. Recommendation Label: NETRA11024

Recommendation: Use CODES data to compare injury severity levels between hospital and police reports codes.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

25. Recommendation Label: NETRA11025

Recommendation: Work with the TRCC to proactively identify funding opportunities to expand the CODES program activities and infrastructure.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

26. Recommendation Label: NETRA11026

Recommendation: Take advantage of the Public Health Data Center to develop online querying of CODES datasets.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	<i>In Progress</i>

27. Recommendation Label: NETRA11027

Recommendation: Finalize and implement quality control measures to improve the accuracy and consistency of ENARSIS data.

Recommendation Type:

Major Recommendation: Yes

Comment Type	Comment Status
Report Comments:	<i>Complete 2/28/14</i>

28. Recommendation Label: NETRA11028

Recommendation: Continue efforts to require State EMS agencies to import data under NEMSIS 3.0 standards.

Recommendation Type:

Major Recommendation: No

Comment Type	Comment Status
Report Comments:	<i>Complete (ongoing)</i>

Documentation of Progress
Project Label – Name: NE-16- E-Codes Data Quality Assessment Project

MAP-21 SECTION 405c
INTERIM PROGRESS REPORTING IN FY 2015

State: Nebraska Report Date: June 2, 2014 Submitted by: Ashley Newmyer

System to be Impacted	<u> </u> CRASH <u> </u> DRIVER <u> </u> VEHICLE <u> </u> ROADWAY <u> </u> CITATION/ADJUDICATION <u> X </u> EMS/INJURY
Performance Area(s) to be Impacted	<u> X </u> ACCURACY <u> X </u> TIMELINESS <u> </u> COMPLETENESS <u> </u> ACCESSIBILITY <u> </u> UNIFORMITY <u> </u> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure The performance measure used to track improvements in the Ecode dataset (this dataset represents both inpatient and emergency department records resulting from an injury) is the timeliness of data reporting and the accuracy of records indicating an injury and also containing an external cause of injury code. Injury data is collected in Ecode for all injuries, including those crash related injuries that result in a hospitalization or ED visit.
Is project included in the Strategic Plan and/or in TRIPRS?	Yes If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY15 application.
Is this a new project? Or was it the same measure used to show progress in FY13?	New Measure - No Same Measure as FY13 - Yes If yes, is the State using the same data set, with the same time period to demonstrate progress? Yes
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) Since the baseline year we have observed an improvement in data timeliness from an average of 38.25 days in to an average of 17.17 days in for the reporting year ending in Mar. 2014. For this dataset, accuracy has remained stable for both the ED records and the inpatient records. From baseline to current value the percent of inpatient records with an injury diagnosis code and an external cause of injury code has remained stable at 70%. For ED records the percentage of records with an injury diagnosis code and an external cause of injury code has remained at 90% from baseline year to current year. For further attempts to improve accuracy we are meeting with the Nebraska Hospital Association who provides education to medical records departments and are exploring other avenues to improve these measures.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The timeliness measure is calculated by calculating the time lapse for each record between the date the record was entered in our system and the discharge date on the record, and then calculating the average number of days among all records. The accuracy measure is calculated by dividing the number of records with both a valid injury diagnosis code and external cause of injury code by the total number of records in both inpatient and emergency department subsets respectively.
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2013)	Timeliness: From April 1, 2012 to March 31, 2013 the average number of days from hospital or ED discharge until the data was entered was 38.25 days. Accuracy: From April 1, 2012 to March 31, 2013 the percentage of inpatient records with an injury diagnosis code and an external cause of injury code was 70%. From April 1, 2012 to March 31, 2013 the percentage of ED records with an injury diagnosis code and an external cause of injury code was 90%.
Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2012 (i.e., the prior year).	Timeliness: From April 1, 2013 to March 31, 2014 the average number of days from hospital or ED discharge until the data was entered was 17.17 days. Accuracy: From April 1, 2013 to March 31, 2014 the percentage of inpatient records with an injury diagnosis code and an external cause of injury code was 70%. From April 1, 2013 to March 31, 2014 the percentage of ED records with an injury diagnosis code and an external cause of injury code was 90%.
Regional Program Manager Conclusion and Comments	

Section 405 Application – Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

Nebraska Impaired Driving Low-Range State MAP-21 Section 405

How FY2015 Grant Funds will be used:

- 1) Support for DRE, ARIDE, and SFST law enforcement training
- 2) Alcohol Preliminary and Evidence Breath Testing Equipment
- 3) In-car patrol vehicle camera systems
- 4) Environmental Strategies Targeting Underage Drinking
- 5) Special Alcohol/Impaired Driving Enforcement Initiatives
- 6) Special Felony Motor Vehicle Prosecution Unit
- 7) Impaired Driving Public Information and Education Initiatives
- 8) Judicial Impaired Driving Related Training
- 9) Alcohol Licensee Owner/Manager/Server/Seller Training

Section 405 Application – Part 5: Motorcyclist Safety (23 CFR 1200.25)

Motorcycle Rider Training Course

Official State Document - established that the Nebraska Department of Motor Vehicles is the designated State authority over motorcycle safety issues.

Nebraska Revised Statutes 60-2120

60-2120. Act, how cited. Sections **60-2120** to 60-2139 shall be known and may be cited as the Motorcycle Safety Education Act.

60-2121. Terms, defined.

For purposes of the Motorcycle Safety Education Act, unless the context otherwise requires:

- (1) Department means the Department of Motor Vehicles;
- (2) Director means the Director of Motor Vehicles;
- (3) Driving course means a driving pattern used to aid students in learning the skills needed to safely operate a motorcycle as part of a motorcycle safety course;
- (4) Motorcycle safety course means a curriculum of study which has been approved by the department designed to teach drivers the skills and knowledge to safely operate a motorcycle;
- (5) Motorcycle safety instructor means any person who has successfully passed a motorcycle safety instructor's course curriculum and is certified by the department to teach a motorcycle safety course; and
- (6) Motorcycle trainer means a person who is qualified and certified by the department to teach another person to become a certified motorcycle safety instructor in this state.

State Document Designating Authority Approving Training Curriculum

60-2125. Motorcycle safety courses; requirements.

- (1) The department may adopt and promulgate rules and regulations establishing minimum requirements for both basic and advanced motorcycle safety courses. The courses shall be designed to develop, instill, and improve the knowledge and skills necessary for safe operation of a motorcycle.
- (2) The motorcycle safety courses shall be designed to teach either a novice motorcycle rider knowledge and basic riding skills or to refresh the knowledge and riding skills of motorcycle riders necessary for the safe and legal operation of a motorcycle on the highways of this state. Every motorcycle safety course shall be conducted at a site with room for a driving course designed to allow motorcycle riders to practice the knowledge and skills necessary for safe motorcycle operation.

State Document Regarding Instructor Certification and Course Quality Control

60-2126. Motorcycle safety course; approval by director; application; contents; certified motorcycle safety instructor required; fee; course audits.

- (1) A school, business, or organization may apply to the department to provide a motorcycle safety course or courses in this state. Prospective providers of such course or courses shall submit an application for approval of such course or courses to the director. The application shall include a list of instructors of the course or courses. Such instructors shall be or shall become motorcycle safety instructors certified by the department prior to teaching any motorcycle safety course in this state. Applications for certification of motorcycle safety instructors may be included along with an application for approval of a motorcycle safety course or courses. The director shall approve such course if it meets the requirements set forth by the department by rule and regulation and will be taught by a certified motorcycle safety instructor or instructors.
- (2) The application for certification or renewal of a certification of each motorcycle safety course shall be accompanied by a fee of one hundred dollars. The fee shall be remitted to the State Treasurer

for credit to the Department of Motor Vehicles Cash Fund. Motorcycle safety course certification shall expire two years from the date of the director's certification.

(3) Motorcycle safety courses shall be subject to audits by the department to assure compliance with the Motorcycle Safety Education Act and rules and regulations of the department.

60-2127. Motorcycle safety instructors; certificate; requirements; renewal; person certified by another state; how treated.

(1) The director may adopt and promulgate rules and regulations establishing minimum standards, skills' qualifications, and education requirements for motorcycle safety instructors. The director shall issue or renew a certificate in the manner and form prescribed by the director to motorcycle safety instructor applicants who meet such requirements. A motorcycle safety instructor certificate shall expire two years after the date of issuance. To renew a certificate, a person shall submit an application demonstrating compliance with rules and regulations of the department.

(2) If the certification requirements are comparable to the requirements in this state, a person currently certified as a motorcycle safety instructor by another state or recognized accrediting organization may be issued a motorcycle safety instructor's certificate by the department without having to take the course established in section [60-2128](#).

(3) A person who holds a valid, unexpired permit issued by the department to be a motorcycle safety instructor before January 1, 2012, shall be recognized as a certified motorcycle safety instructor until January 1, 2014, or until the expiration date of such permit, whichever is earlier. At that time the permit holder may apply for and become a certified motorcycle safety instructor to teach a motorcycle safety class in this state as provided in rules and regulations of the department.

60-2128. Motorcycle safety instructor preparation course; department; duties.

The department may adopt and promulgate rules and regulations developing a motorcycle safety instructor preparation course which shall be taught by motorcycle trainers. Such course shall insure that the motorcycle safety instructor who successfully passes the course is familiar with the material included in the particular motorcycle safety course which such motorcycle safety instructor will be teaching.

60-2129. Motorcycle trainers; requirements; certificates; person certified by another state; how treated.

(1) The director may adopt and promulgate rules and regulations establishing minimum education requirements for motorcycle trainers. The director shall issue certificates in the manner and form prescribed by the director to no more than two motorcycle trainers who meet the minimum education, skill, and experience requirements. The department may reimburse documented expenses incurred by a person in connection with taking and successfully passing an educational course to become a motorcycle trainer, as provided in sections [81-1174](#) to [81-1177](#), when there are less than two motorcycle trainers working in this state. In return for the reimbursement of such documented expenses, motorcycle trainers shall teach the motorcycle safety instructor preparation course as assigned by the director.

(2) If the certification requirements are comparable to the requirements in this state, a person currently certified as a motorcycle trainer by another state or recognized accrediting organization may be issued a motorcycle trainer's certificate by the department without having to receive the training required by this section.

(3) A person who holds a valid, unexpired permit issued by the department to be a chief instructor for motorcycle safety before January 1, 2012, shall be recognized as a motorcycle trainer until January 1, 2014, or until the expiration date of such permit, whichever is earlier. At that time the permit holder

may apply for and be recertified as a motorcycle trainer to teach a motorcycle safety instructor preparation class in this state as provided in rules and regulations of the department.

60-2139. Rules and regulations.

The director may adopt and promulgate such rules and regulations for the administration and enforcement of the Motorcycle Safety Education Act as are necessary. In adopting such rules and regulations, the director shall comply with the Administrative Procedure Act.

Motorcycle Safety Education

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

- Location of the controls and pre-ride procedures.
- Balance and control of the motorcycle.
- Riding skills and evasive maneuvers.
- Safety equipment and procedures.
- Effects of alcohol and drugs while operating a motorcycle.

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

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

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

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

Nebraska County Motorcycle Rider Training – July 2013 – June 2014

<p>Adams County Central Comm. College Hastings</p> <p>BRC</p> <table border="1"> <thead> <tr> <th>2013</th> <th>2014</th> </tr> </thead> <tbody> <tr><td>7/12-14</td><td>4/4-6</td></tr> <tr><td>7/19-21</td><td>4/11-13</td></tr> <tr><td>8/2-4</td><td>4/25-27</td></tr> <tr><td>8/16-18</td><td>5/2-4</td></tr> <tr><td>9/20-22</td><td>5/16-18</td></tr> <tr><td></td><td>5/30-6/1</td></tr> <tr><td></td><td>6/6-8</td></tr> <tr><td></td><td>6/20-22</td></tr> </tbody> </table>	2013	2014	7/12-14	4/4-6	7/19-21	4/11-13	8/2-4	4/25-27	8/16-18	5/2-4	9/20-22	5/16-18		5/30-6/1		6/6-8		6/20-22	<p>Buffalo County Nebraska Safety Center UNK Kearney</p> <p>BRC</p> <table border="1"> <thead> <tr> <th>2013</th> <th>2014</th> </tr> </thead> <tbody> <tr><td>7/6-7</td><td>4/5-6</td></tr> <tr><td>7/20-21</td><td>4/12-13</td></tr> <tr><td>8/3-4</td><td>5/3-4</td></tr> <tr><td>8/24-25</td><td>5/17-18</td></tr> <tr><td>9/14-15</td><td>6/7-8</td></tr> <tr><td>9/28-29</td><td>6/21-22</td></tr> </tbody> </table>	2013	2014	7/6-7	4/5-6	7/20-21	4/12-13	8/3-4	5/3-4	8/24-25	5/17-18	9/14-15	6/7-8	9/28-29	6/21-22	<p>Douglas County Dillon Bros Harley-Davidson Omaha</p> <p>BRC</p> <table border="1"> <thead> <tr> <th>2013</th> <th>2014</th> </tr> </thead> <tbody> <tr><td>8/27-29</td><td>5/13-18</td></tr> <tr><td>8/27-9/1</td><td>5/20-22</td></tr> <tr><td>9/3-5</td><td>5/20-25</td></tr> <tr><td>9/3-8</td><td>5/27-6/1</td></tr> <tr><td>9/10-15</td><td>6/3-5</td></tr> <tr><td>9/17-22</td><td>6/3-8</td></tr> <tr><td>9/24-29</td><td>6/10-15</td></tr> <tr><td>10/1-6</td><td>6/17-19</td></tr> <tr><td>10/8-13</td><td>6/17-22</td></tr> <tr><td>10/15-20</td><td></td></tr> </tbody> </table>	2013	2014	8/27-29	5/13-18	8/27-9/1	5/20-22	9/3-5	5/20-25	9/3-8	5/27-6/1	9/10-15	6/3-5	9/17-22	6/3-8	9/24-29	6/10-15	10/1-6	6/17-19	10/8-13	6/17-22	10/15-20		<p>Douglas County National Safety Council Omaha</p> <p>BRC</p> <table border="1"> <thead> <tr> <th>2013</th> <th>2014</th> </tr> </thead> <tbody> <tr><td>7/12-14</td><td>4/4-6</td></tr> <tr><td>7/19-21</td><td>4/11-13</td></tr> <tr><td>7/26-28</td><td>4/25-27</td></tr> <tr><td>8/2-4</td><td>5/2-4</td></tr> <tr><td>8/9-11</td><td>5/9-11</td></tr> <tr><td>8/16-18</td><td>5/30-6/1</td></tr> <tr><td>8/23-25</td><td>6/6-8</td></tr> <tr><td>9/13-15</td><td>6/13-15</td></tr> <tr><td>9/20-22</td><td>6/20-22</td></tr> <tr><td>9/27-29</td><td></td></tr> </tbody> </table>	2013	2014	7/12-14	4/4-6	7/19-21	4/11-13	7/26-28	4/25-27	8/2-4	5/2-4	8/9-11	5/9-11	8/16-18	5/30-6/1	8/23-25	6/6-8	9/13-15	6/13-15	9/20-22	6/20-22	9/27-29		<p>Lancaster County Nebraska Safety Council Lincoln</p> <p>BRC</p> <table border="1"> <thead> <tr> <th>2013</th> <th>2014</th> </tr> </thead> <tbody> <tr><td>7/12-14</td><td>5/30-6/1</td></tr> <tr><td>7/26-28</td><td>6/6-8</td></tr> <tr><td>8/9-11</td><td>6/13-15</td></tr> <tr><td>8/23-25</td><td>6/20-22</td></tr> <tr><td>9/6-8</td><td>6/27-29</td></tr> <tr><td>9/27-29</td><td></td></tr> <tr><td>10/4-6</td><td></td></tr> <tr><td>10/11-13</td><td></td></tr> <tr><td>10/18-20</td><td></td></tr> </tbody> </table>	2013	2014	7/12-14	5/30-6/1	7/26-28	6/6-8	8/9-11	6/13-15	8/23-25	6/20-22	9/6-8	6/27-29	9/27-29		10/4-6		10/11-13		10/18-20	
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Nebraska Motorcycle Safety Education Course Sponsors - April 2014

Area	Name	Address	City/Town
Bellevue/Sarpy County	Nebraska Motorcycle Safety Training Division of Sarpy County Safety Program	8335 Platteview Rd.,	Papillion, NE 68046
Gering/Scottsbluff/Scotts Bluff County	Western Nebraska Motorcycle Training, LLC	150226 Kehn Lane	Gering, NE 69341
Hastings/Adams County	Central Community College - Hastings Campus	550 S. Technical Blvd, East Hwy 6, PO Box 1024	Hastings, NE 68902-1024
Kearney/Buffalo County	Nebraska Safety Center – University of Nebraska - Kearney	227E West Center	Kearney, NE 68849
Lincoln/Lancaster County	Nebraska Safety Council	3243 Cornhusker Hwy, Suite A10	Lincoln, NE 68504
Lincoln/Lancaster County	Southeast Community College-Lincoln Campus	8800 O St.	Lincoln, NE 68520
Norfolk/Madison County	Northeast Community College	801 E. Benjamin Ave	Norfolk, NE 68702-0469
Northeast Nebraska/Dakota County	Western Iowa Tech Community College	Box 5199	Sioux City, IA 51102-5199
Omaha/Douglas County	Dillon Brothers Harley-Davidson	3838 N. HWS Cleveland Blvd	Omaha, NE 68116
Omaha/Douglas County	National Safety Council, Nebraska	11620 M Circle	Omaha, NE 68137-2231

Nebraska Motorcycle 2013 Registration Numbers

According to the most recent available motorcycle registration numbers from the Nebraska Department of Motor Vehicles, there were 54,996 registered motorcycles in the 93 Nebraska counties.

Rider training courses were offered in the following Nebraska counties between April 2013 and March 2014: Adams, Buffalo, Douglas, Lancaster, Madison, Sarpy, and Scotts Bluff. In order to serve resident riders in the South Sioux City/Dakota County who are members of the Siouxland Interstate Metropolitan Planning Council (SIMPCO) area in far northeast Nebraska, Nebraska certified instructors provide training to Nebraska residents at the Western Iowa Tech Community College range location immediately across the Missouri River in Sioux City, Iowa.

The seven Nebraska county locations of course offerings have a total of 29,154 (53.0%) of the state's registered motorcycles. We believe as a member of SIMPCO, the Dakota County registration numbers should also be taken into account. With the addition of the Dakota County registration numbers, the total increases to 29,697 (54.0%).

Nebraska Motorcycle 2013 Registration Numbers by County

Nebraska Department of Motor Vehicles			
2013 Nebraska Motorcycle Registrations By County			
*Adams	1,084	Jefferson	283
Antelope	342	Johnson	146
Arthur	4	Kearney	276
Banner	21	Keith	296
Blaine	11	Keya Paha	23
Boone	229	Kimball	128
Box Butte	702	Knox	299
Boyd	109	*Lancaster	7,446
Brown	91	Lincoln	1,596
*Buffalo	1,620	Logan	16
Burt	370	Loup	12
Butler	293	*Madison	1,369
Cass	1,117	McPherson	10
Cedar	273	Merrick	278
Chase	158	Morrill	212
Cherry	194	Nance	168
Cheyenne	444	Nemaha	281
Clay	266	Nuckolls	156
Colfax	286	Otoe	542
Cuming	256	Pawnee	95
Custer	439	Perkins	94
Dakota	543	Phelps	401
Dawes	362	Pierce	389
Dawson	672	Platte	983
Deuel	81	Polk	168
Dixon	190	Red Willow	565
Dodge	1,352	Richardson	325
*Douglas	11,084	Rock	53
Dundy	76	Saline	335
Fillmore	237	*Sarpy	4,969
Franklin	104	Saunders	815
Frontier	90	*Scotts Bluff	1,582
Furnas	207	Seward	595
Gage	592	Sheridan	188
Garden	61	Sherman	83
Garfield	56	Sioux	35
Gosper	64	Stanton	276
Grant	15	Thayer	155
Greeley	81	Thomas	20
Hall	1,883	Thurston	135
Hamilton	422	Valley	137
Harlan	178	Washington	766
Hayes	20	Wayne	219
Hitchcock	138	Webster	91
Holt	385	Wheeler	30
Hooker	16	York	527
Howard	210		
State Motorcycle Registrations Total			54,996
Counties with Courses Represented			29,154
Percent of Counties with Courses Represented			53.0%
* Denotes Counties where Motorcycle Courses were held during the previous 12 months.			

Motorcycle Impaired Driving Program

According to the 2009 FARS data, Nebraska recorded 68 alcohol-impaired driving fatalities, seven (10.3%) were motorcyclists. Four of these seven alcohol-impaired motorcycle fatalities occurred in Douglas and Sarpy Counties. All seven of the motorcyclists involved in these fatal crashes were males between the ages of 29 and 54. Only one of the seven was not operating a Harley Davidson and all of the crashes occurred between 5:55 p.m. and 1:14 a.m.

According to the 2010 FARS data, Nebraska recorded 14 motorcycle fatalities. Three of the fatalities (21%) involved two motorcyclists with a BAC of .08+ (one fatality was a passenger on one of the motorcycles involved). Only one of the fatalities occurred in the Douglas and Sarpy County area. Of the two fatal crashes, one occurred at 6:25 p.m. and the other at 2:00 a.m. The two male motorcycle operators were age 36 and 49. Neither crash involved a Harley Davidson motorcycle.

According to the 2011 FARS data, Nebraska recorded 23 motorcycle fatalities with three fatalities (13%) involved motorcyclists with a BAC of .08+. However, according to the fatal motorcycle crash reports submitted to FARS, there were only two single vehicle motorcycle fatal crashes resulting in two fatalities (9%) where a BAC of .08+ was recorded. The two of the fatalities (9%) occurred in the Douglas and Red Willow County area. Of the two fatal crashes, one occurred at 2:26 p.m. and the other at 11:45 p.m. The two male motorcycle operators were age 46 and 54, one was helmeted and the other was unhelmeted. Both crashes involved Harley Davidson motorcycles.

According to the 2012 FARS data, Nebraska recorded 22 motorcycle fatalities with four fatalities (18%) involving a motorcyclist with a BAC of .08+. They occurred in Adams, Dawes, Dawson, and Douglas counties. All were males between the ages of 34 and 51. One of the male motorcycle operators (age 45) was unhelmeted and the other three were helmeted. All of the four crashes happened between 7:00 p.m. and 1:17 a.m.

Description of Nebraska Impaired Driving Program

The NOHS has a comprehensive statewide impaired driving program, with emphasis in the state's 22 priority target counties (those counties with the highest number of fatal and serious injury crashes). A total of 42,174 (69.1%) of the states registered motorcycles are located in these 22 counties. These 22 counties represent 81.5% of the state's populations. A combination of public information and education campaigns with a strong impaired driving enforcement message that supports an aggressive traffic enforcement effort is used.

Enforcement includes, but is not limited to, sobriety check points and targeted saturation patrols. The impaired driving program generally address all drivers of all vehicles, however, these efforts include special initiatives that specifically target motorcycle operators. Impaired motorcycling radio ads (Over the Limit, Under Arrest) with motorcycle sounds were produced by NHTSA and tagged for the NOHS. The NOHS began using paid media to play those ads during the 2010 riding season and each season since.

The NOHS provided materials regarding impaired motorcycle riding detection to the Nebraska Law Enforcement Training Center for use with their impaired driving curriculum. The Traffic Safety Resource Prosecutor provided impaired driving information in his training for procesutors and judges. Impaired riding information is included in the state's rider training programs. The NOHS is currently distributing the newest NHTSA "The Detection of DWI Motorcyclists" guide (DOT HS 807 856) to law enforcement agencies throughout Nebraska.

The NOHS has provided, during each riding season, special motorcycle enforcement grant funding to the OmahaPolice Department (OPD) for the past five years. To reduce motorcycle fatal and serious injury crashes, the OPD employs motorcycle only checkpoints to identify impaired motorcycle operators, illegal

helmets, and no motorcycle endorsements. In addition, OPD targets enforcements in high motorcycle crash locations, both day and night, during the riding season.

In Sarpy County, a special cooperative/combined traffic unit involving full time officers from the Sarpy County Sheriff and the Bellevue Police Department is currently being funded by NOHS. The goal is to reduce the number of fatal and serious injury crashes in Sarpy County which includes motorcycle fatal and serious injury crashes.

The NOHS has been and continues to provide grant funding to the National Safety Council, Nebraska for the the Douglas and Sarpy County area "Ride Aware. Drive Aware." motorcycle safety campaign. This past year, the Safety Council has extended the campaign area for statewide coverage. During the months of May and June, the project targets motorcycle safety awareness and safe riding. The campaign has two goals: (1) to raise the awareness of other motorists to watch out for motorcycles and (2) to encourage safe and sober riding by organizing a special event and sober poker run in the Douglas and Sarpy County areas.

Section 402/405 Obligation Cost Summary

U.S. Department of Transportation
National Highway Traffic Safety Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY 2015 HSP SUBMITTED WITH PLAN

State: Nebraska

June 26, 2015

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA-15-01-00-00	160,000.00	160,000.00	0.00	160,000.00	160,000.00	0.00
AL-15-06-00-00	222,023.00	277,528.75	0.00	222,023.00	222,023.00	222,023.00
AL-15-09-00-00	95,000.00	33,250.00	0.00	95,000.00	95,000.00	9,500.00
AL-15-10-00-00	370,000.00	240,500.00	0.00	370,000.00	370,000.00	148,000.00
AL-15-11-00-00	40,000.00	50,000.00	0.00	40,000.00	40,000.00	40,000.00
AL-15-12-00-00	75,000.00	63,750.00	0.00	75,000.00	75,000.00	45,000.00
AL-15-17-00-00	147,415.00	184,268.75	0.00	147,415.00	147,415.00	147,415.00
AL-15-18-00-00	65,000.00	81,250.00	0.00	65,000.00	65,000.00	65,000.00
AL-15-25-00-00	35,000.00	43,750.00	0.00	35,000.00	35,000.00	35,000.00
AL-15-39-00-00	123,800.00	154,750.00	0.00	123,800.00	123,800.00	123,800.00
AL-15-40-00-00	139,240.00	174,050.00	0.00	139,240.00	139,240.00	139,240.00
AL-15-41-00-00	38,000.00	47,500.00	0.00	38,000.00	38,000.00	38,000.00
OP-15-03-00-00	80,000.00	28,000.00	0.00	80,000.00	80,000.00	8,000.00
OP-15-04-00-00	375,000.00	243,750.00	0.00	375,000.00	375,000.00	150,000.00
OP-15-05-00-00	13,815.00	17,268.75	0.00	13,815.00	13,815.00	13,815.00
OP-15-38-00-00	80,000.00	100,000.00	0.00	80,000.00	80,000.00	80,000.00
PT-15-27-00-00	50,000.00	52,500.00	0.00	50,000.00	50,000.00	40,000.00
TR-15-30-00-00	10,000.00	7,500.00	0.00	10,000.00	10,000.00	5,000.00
TR-15-31-00-00	15,000.00	3,750.00	0.00	15,000.00	15,000.00	0.00
DD-15-13-00-00	80,000.00	52,000.00	0.00	80,000.00	80,000.00	32,000.00
DD-15-22-00-00	30,500.00	38,125.00	0.00	30,500.00	30,500.00	30,500.00
IS-15-19-00-00	40,000.00	30,000.00	0.00	40,000.00	40,000.00	20,000.00
IS-15-21-00-00	25,000.00	11,250.00	0.00	25,000.00	25,000.00	5,000.00
IS-15-23-00-00	142,000.00	63,900.00	0.00	142,000.00	142,000.00	28,400.00
IS-15-24-00-00	35,000.00	15,750.00	0.00	35,000.00	35,000.00	7,000.00
SC-15-32-00-00	10,000.00	4,500.00	0.00	10,000.00	10,000.00	2,000.00
SC-15-35-00-00	50,000.00	32,500.00	0.00	50,000.00	50,000.00	20,000.00
SE-15-26-00-00	75,815.00	94,768.75	0.00	75,815.00	75,815.00	75,815.00
SE-15-33-00-00	50,000.00	62,500.00	0.00	50,000.00	50,000.00	50,000.00
SE-15-34-00-00	60,000.00	75,000.00	0.00	60,000.00	60,000.00	60,000.00
15+ TOTAL NHTSA	\$2,732,608.00	\$2,443,660.00	\$0.00	\$2,732,608.00	\$2,732,608.00	\$1,640,508.00
405b-15-09-00-00	60,000.00	15,000.00	0.00	60,000.00	60,000.00	0.00
405b-15-10-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405b-15-12-00-00	30,000.00	7,500.00	0.00	30,000.00	30,000.00	0.00
405b-15-13-00-00	134,000.00	33,500.00	0.00	134,000.00	134,000.00	0.00
405b-15-14-00-00	264,000.00	66,000.00	0.00	264,000.00	264,000.00	0.00
405b Sub-total	\$638,000.00	\$159,500.00	\$0.00	\$638,000.00	\$638,000.00	\$0.00
405c-15-01-00-00	389,100.00	97,275.00	0.00	389,100.00	389,100.00	0.00
405c-15-02-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405c-15-03-00-00	234,085.00	58,521.25	0.00	234,085.00	234,085.00	0.00
405c-15-11-00-00	35,619.00	8,904.75	0.00	35,619.00	35,619.00	0.00
405c-15-14-00-00	164,578.00	41,144.50	0.00	164,578.00	164,578.00	0.00
405c-15-15-00-00	35,619.00	8,904.75	0.00	35,619.00	35,619.00	0.00
405c-15-16-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
405c Sub-total	\$984,001.00	\$246,000.25	\$0.00	\$984,001.00	\$984,001.00	\$0.00
405d-15-02-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
405d-15-03-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405d-15-04-00-00	65,000.00	16,250.00	0.00	65,000.00	65,000.00	0.00
405d-15-05-00-00	250,000.00	62,500.00	0.00	250,000.00	250,000.00	0.00
405d-15-06-00-00	450,000.00	112,500.00	0.00	450,000.00	450,000.00	0.00
405d-15-07-00-00	225,000.00	56,250.00	0.00	225,000.00	225,000.00	0.00
405d-15-08-00-00	185,000.00	46,250.00	0.00	185,000.00	185,000.00	0.00
405d-15-09-00-00	350,000.00	87,500.00	0.00	350,000.00	350,000.00	0.00
405d-15-10-00-00	182,400.00	45,600.00	0.00	182,400.00	182,400.00	0.00
405d Sub-total	\$2,057,400.00	\$514,350.00	\$0.00	\$2,057,400.00	\$2,057,400.00	\$0.00
405f-15-01-00-00	54,000.00	13,500.00	0.00	54,000.00	54,000.00	0.00
405f-15-02-00-00	20,000.00	5,000.00	0.00	20,000.00	20,000.00	0.00
405f Sub-total	\$74,000.00	\$18,500.00	\$0.00	\$74,000.00	\$74,000.00	\$0.00
MAP 21 Total	\$3,753,401.00	\$938,350.25	\$0.00	\$3,753,401.00	\$3,753,401.00	\$0.00

Division has over \$10 million available to use as matching funds. (DMV's Driver and Vehicle Records, Financial Responsibility, and Driver Licensing Services)



Fred E Zwonechek
Administrator
Nebraska Office of Highway Safety

June 26, 2014
Date