State of Nebraska

Traffic Records Assessment

May 22, 2025

National Highway Traffic Safety Administration

Technical Assessment Team

Table of Contents

Index of Figures

Introduction

This Traffic Records Program Assessment follows upon the previous assessment conducted four years ago. Since the last assessment, Nebraska has made strides in improving many aspects of the traffic records system.

Nebraska has a very impressive Traffic Records Coordinating Committee (TRCC) with Executive and Core group rosters, including all six traffic records data systems. The TRCC has the responsibility of managing federal funding for the traffic records program as well as developing and updating the Traffic Records Strategic Plan. The plan aims to address the recommendations from the most recent assessment and identifies countermeasures and a sizable set of performance measures. Starting this year, potential grantees for traffic records funds will present projects to the TRCC for consideration, and then the committee will advise the Highway Safety Office.

Over 90 percent of crash reports are collected electronically, and over 80 percent of agencies submit crash reports electronically to the State data. The Nebraska Department of Transportation (NDOT) manages the crash data system and offers a free electronic reporting system. The State has a commendable goal to reach 100 percent electronic submission and is encouraged to continue this work.

The driver and vehicle data systems are managed by the Nebraska Department of Motor Vehicles (DMV). Although separate, the systems capture common, standard elements that allow for strong linkage. Both systems cooperate, use federal data systems, and have data quality procedures in place. The systems are impressive and would further benefit from a comprehensive data quality management program.

The NDOT Integrated Highway Inventory (IHI) maintains data from all public roadways, including those managed by the State and local agencies, with the exception of some roads in the cities of Omaha and Lincoln. The State collects 27 of the 36 Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE). The crash data have been integrated with the roadway data as both systems are housed within NDOT, and crash elements are mapped to the roadway file.

The Administrative Office of the Courts and Probation (AOCP) assigns citation numbers while the Nebraska Crime Commission manages the citation data system, and the courts use a records management system known as JUSTICE. That system transmits appropriate conviction information to the DMV for posting on the driver history record. That linkage could be the foundation for building an impaired driving tracking system and could be considered as the AOCP assesses JUSTICE for a possible replacement or upgrade.

Nebraska has a comprehensive injury surveillance system with all components (emergency medical services, hospital (emergency department and hospital discharge), trauma registry, and vital records) managed within the Department of Health and Human Services. Data from those systems is available to analyze motor vehicle-related injuries, and there has been a long-standing, successful integration of injury surveillance and crash data known as the Crash Outcome Data Evaluation System (CODES) project.

Overall, Nebraska has made progress since the last Traffic Records Assessment and demonstrated an organized approach to expanding the capabilities of and improving the traffic records data systems. Plans are in place to continue data integration efforts with the CODES project. Expanded use of the integrated data systems for analysis will enhance the State's ability to conduct problem identification, resource allocation, and program evaluation activities.

Assessment Results

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

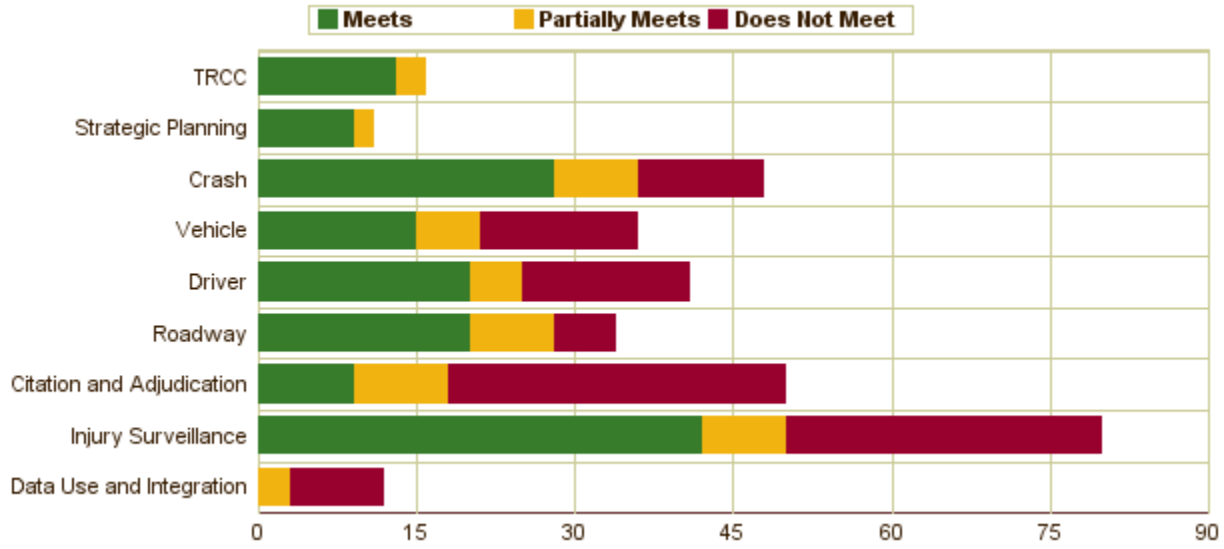
State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive,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

NHTSA has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. To encourage States to undertake such reviews regularly, NHTSA is now offering the ability for states to build their own traffic records program assessments based on their needs. The full traffic records assessment includes nine modules: the six data systems (Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance), and three data management modules (TRCC Management, Strategic Planning, and Data Use and Integration). States can pick and choose which areas of the traffic records assessment to request and may choose a single module or any combination of modules. There is no five-year waiting period from the last assessment. States may request this assistance at any time.

Out of 328 assessment questions, Nebraska met the Advisory ideal for 156 questions (48%), partially met the Advisory ideal for 52 questions (16%), and did not meet the Advisory ideal for 120 questions (37%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Nebraska met the criteria outlined in the Traffic Records Program Assessment Advisory 81% of the time for Traffic Records Coordinating Committee Management, 82% of the time for Strategic Planning, 58% of the time for Crash, 42% of the time for Vehicle, 49% of the time for Driver, 59% of the time for Roadway, 18% of the time for Citation and Adjudication, 53% of the time for Injury Surveillance, and 0% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



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

Recommendations and Considerations

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

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- Identify and add missing components to the data inventory for the data systems, such as the data dictionary, linkages, and attributes. Having a detailed data inventory is important for projects such as data integration and creating data portals.
- Develop a process to formally review the quality control and improvement programs for each data system.

Summary

The Nebraska Traffic Records Coordinating Committee (TRCC) is well organized, with executive and technical representatives from all six data systems, and actively involves stakeholders and custodial agencies in planning and implementation. Committee meetings are held regularly, and agendas include

discussion of challenges, collaboration efforts on projects, and review of current projects and their status. New this year, grantees will be required to present their projects to the committee for approval and discussion of funding. This new process will provide more transparency in the prioritization of projects and funding.

However, the TRCC has room for improvement in maintaining a complete traffic records inventory, overseeing quality control programs, and formally addressing training and technical assistance needs. Overall, the TRCC is well-structured and collaborative, with room for improvement in formalizing some of its support and oversight functions.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- Add project timelines to the project descriptions in the strategic plan. By doing so, all are informed of the scheduled deliverables, and it creates accountability for the project owners.
- Formalize a process for facilitating technical assistance and training needs for stakeholders and committee members. Formalizing the process will ensure that all are informed of the needs and availability.

Summary

Nebraska's Traffic Records Strategic Plan (TRSP) is well organized and successfully addresses performance measures, prioritizing projects, and coordinating with local, state, and federal agencies. The Traffic Records Coordinating Committee (TRCC) Coordinator updates the plan annually with the help of each data system owner. Once updated, the full TRCC committee approves the plan.

The TRSP identifies areas for data improvement, includes countermeasures for core data attributes, and considers lifecycle costs and the adoption of new technology. Although technical assistance and training needs are acknowledged, there is no formal process in place, and project timelines are not fully detailed in the plan. In some areas, the State recognizes the need for improvement and has plans for the future to do so.

Crash Recommendations

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

Considerations for implementing your Crash recommendations

- Establish measurable performance metrics that can be monitored, regularly updated, and reported on for every performance measure. This would include a baseline and actual values for each

performance metric. The crash data should be timely, accurate, complete, uniform, integrated, and accessible, and there should be measurable numeric indicators that the State is actively monitoring for each.

- Continue efforts to develop direct real-time interfaces and integration with the crash database. The end result should enhance the crash system's data quality and support its critical business processes. Nebraska has accomplished a great deal with integration, increasing the efficiency and effectiveness of its crash system data evaluation.
- Explore the feasibility of updating the crash report form at regular intervals as opposed to Model Minimum Uniform Crash Criteria (MMUCC) releases. Regular intervals would suggest a set period of time, possibly set in policy or procedure.
- Implement sample-based audits, which are useful tools that allow a state to discover potential issues in the data that were not previously accounted for or anticipated when creating automated checks or validation rules.

Summary

The Nebraska Department of Transportation's (NDOT) crash reporting system has been very successful in collecting 91.5% of all reports electronically. Of the 208 total number of law enforcement agencies in the state, 170 submit crashes electronically (81.7%). While these numbers are excellent, the goal is always to achieve 100%.

NDOT offers a free crash reporting system, which is used by the majority of law enforcement agencies in the State. NDOT has requested the Unicameral (State) Legislature to update the crash reporting State Statute to make electronic reporting mandatory; to date, that has not taken place. Developing a strategy to achieve or work towards 100% on both of those important goals could be extremely valuable to the State's efforts. A higher percentage of electronic crash collection contributes greatly to every quality control measurement for crash data systems. Timeliness, accuracy, completeness, uniformity, integration, and accessibility all improve as the percentage of electronic reports increases.

Currently, there is room for improvement for Nebraska to link the crash database to other systems for real-time data interfaces. Such connections with driver, vehicle, emergency medical systems, roadway, and citation and adjudication systems would simplify, speed up, and improve the data quality of the crash information provided by law enforcement agencies throughout the State. If the crash investigation collection processes can be improved through real-time interfaces, it makes 100% electronic data collection a lot more desirable for law enforcement. The easier the investigation process, the more desirable. The State should continue its efforts to develop direct interfaces and integration with the crash database. The result should enhance the crash system's data quality and support its critical business processes.

The Department of Health and Human Services Office of Injury Surveillance staff linked the crash data with the EMS, emergency department, hospital discharge, death record, and Department of Motor Vehicles (DMV) data to develop a comprehensive Crash Outcome Data Evaluation System (CODES) database. The integration of these different databases allows for many new and different analyses to be developed and

accomplished. Working with the DHHS to study crash outcomes with linked health data should prove to be most beneficial and lead to better outcomes. This integration has the potential to be a very useful tool and could be beneficial to the NDOT, DMV, and DHHS. This integration should be considered a best practice and demonstrates some very positive possibilities.

Nebraska can improve performance measures for the crash data system. NDOT has significant goals, or metrics that they desire to achieve. Performance measures that are tailored to the needs of the data managers and address the concerns of data users will help reach those goals. Measures can be aggregated from data collectors, data users, and the State Traffic Records Coordinating Committee (TRCC). The crash data should be timely, accurate, complete, uniform, integrated, and accessible. All of these attributes can be tracked using State-established quality control measures. All such performance measures require the most current baseline and the actual values for each. Without systemwide measurements of performance, there is no goal for the data custodian to strive for and no means of measuring success or failure.

Vehicle Recommendations

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

Considerations for implementing your Vehicle recommendations

- Develop separate written documentation of the vehicle file for users and trainers so that it may be used for training, forms and edit development, in-system updates, and, if necessary, replacement and sharing of data definitions and data element descriptions (e.g., length, alphanumeric makeup).
- Develop a more comprehensive quality control program for the vehicle data system that includes goals, measures, and metrics. The sheer number and breadth of inputs to the vehicle data system can introduce errors due to changes in personnel, new legislation, and varied procedures among dealerships or county offices. Regular measures of data quality attributes can prevent slow degradation of system quality that grows over time without notice until the problem is of a magnitude that rectifying it takes a great deal of time and effort.
- Develop complete process flows to ensure that all processes, including alternatives and error-handling, are at optimal efficiency and effectiveness so that when the new data system is built, it reflects a maximized procedural plan.

Summary

The Nebraska vehicle data system, which is managed by the Department of Motor Vehicles (DMV), Driver and Vehicle Records Division, engages in a number of best practices and demonstrates some positive attributes. The State system captures all information about vehicles registered and titled in Nebraska in a single database, carries forward brands from previous states of record, uses VIN verification software, and processes its data in real-time. It participates in the Performance and Registration Information Systems Management (PRISM).

The vehicle data system includes edit checks and collection guidelines. When vehicles are reported stolen, a flag is placed on the appropriate record, which limits transactions to that record and is immediately removed upon the recovery of the vehicle. There is daily interaction with the NMVITS system. Naming conventions on the driver and vehicle files are the same. Additionally, data-entry staff have the authority to correct obvious errors.

There is potential for improvement, mostly in terms of system documentation. Currently, the system has no data dictionary but has self-contained data field definitions and information (that might normally be contained in a data dictionary, procedures manual, or in process flow charts) as part of a "Help" function available to each individual user. While this is helpful during the work function, it does not provide an overview of procedures for review of efficiencies and to check for redundancies. Nor is there a document listing the various data elements within the system and their definitions that might be used in a traffic records inventory, which is helpful for data governance and in developing potential for data interfaces and integration, as well as data sharing, if appropriate.

Finally, the State could benefit from a comprehensive data quality management system, including developing measures of the various attributes of data quality: timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once measures are determined, goals should be developed, then metrics set, and measures taken at intervals convenient to the State. The vehicle system has inputs from varied and numerous locations, and there is much potential for insertion of errors and for its data to degrade: changes to legislation, changing staff or supervision, technology upgrades, and policy or procedure changes. Any of these things can impact the data that gets into the system or the way it is input into the system, causing subtle degradation of the data. Measures are one way to stay on top of data quality; trend analyses and sample-based audits are others. With sample-based audits, it is wise to use a higher percentage of audits on those transactions that are more complex, thus more likely to involve errors.

Finally, the vehicle section is encouraged to take part in the Traffic Records Coordinating Committee and to report on its data quality as a means of staying apprised of potential for grant awards, data sharing, integration with other traffic record component systems, and generally, maintaining the most accurate and effective traffic safety data that the State can comprise for its citizens and their safety.

Driver Recommendations

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

Considerations for implementing your Driver recommendations

- Develop driver system documentation, including a comprehensive data dictionary and workflow diagrams for system processes and interfaces.

- Develop a comprehensive data management program for the driver system. The program would consist of, at a minimum, the development of performance standards regarding data timeliness, accuracy, completeness, uniformity, accessibility, and integration. Once performance standards are developed, metrics will be defined and monitored regularly. The development and monitoring of data performance measures will enable the State to continually improve the driver system data and enhance system availability and reliability.
- Implement periodic sample-based audits of driver record transactions as related to the database contents.
- Implement driver system trend analyses that could monitor activity levels and help plan for workload changes.
- Report driver system data to the Traffic Records Coordinating Committee regularly for inclusion in determining State traffic record system improvements.

Summary

The Nebraska Department of Motor Vehicles (DMV) is the custodian of driver data, including information related to commercial driver licensure.

Nebraska driver records contain driver demographic data as well as original issuance dates for all classes of licenses, permits, and endorsements, conviction records, and crashes. However, original issuance dates are only maintained on the driver history record for 11 years. Nebraska obtains previous state of licensure driving records and provides Nebraska driver history information and related facial images to other states electronically via the State-to-State application of the State Pointer Exchange Services System. The details of driver training courses are captured and maintained, including information concerning the course providers.

The Nebraska driver system customer processing application is not supported by detailed documentation, such as a data dictionary describing data structures and data element definitions or detailed process workflow diagrams. The system does contain some internal field-level edit checks and business rule validations to enhance accurate data collection, and it is integrated with PDPS, CDLIS, SSOLV, and SAVE to ensure applicants are eligible for licensure. System users are supported by processing instruction manuals for completing transactions and by error correction procedures to correct any obvious errors.

The Nebraska driver system is supported by a system access and security plan and a formal data purge policy. Driver records and facial images are provided to law enforcement and the courts. It was unclear, however, how the release of driver records is authorized and tracked to comply with Driver Privacy Protection Act requirements.

The Nebraska driver program is supported by multiple processes and resources to deter fraud. False identity licensure fraud is deterred through employees receiving fraudulent document recognition training and having integrated queries to SSOLV, PDPS, CDLIS, and SAVE. Additionally, all license issuances are validated through facial image verification of licensees and searches for potential matches on new

license applicants. Commercial Driver License fraud is deterred through the review of applications and testing results. Internal fraud is detected or deterred through a series of employee daily work and internal audits.

The Nebraska driver system is not supported by a data quality management program. A comprehensive data quality management program consisting of system documentation of data structures, a data dictionary with data element definitions, and system workflow diagrams enables managers, developers, and employees to learn the system functions and processes for driver licensing activities. The development and documentation of system performance measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility enables managers to monitor the system performance to ensure that anticipated customer service is achieved and data integrity is maintained. Additionally, data quality management processes such as sample-based data audits and the evaluation of high-frequency errors provide tools to monitor the integrity of driver data and address problem areas. A structured user feedback evaluation process enables data managers to obtain information to identify system improvement needs or guide efforts for system enhancements. The multi-year analyses of activities enables managers to efficiently monitor and allocate resources to meet workload demands.

Nebraska driver data quality reports are not regularly provided to the TRCC.

Roadway Recommendations

6. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
8. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations

- Develop more performance measures for each of the six data quality attributes for the roadway system. The performance measures should have a defined metric with an established baseline and current values. As well as showing the fields used and how they are measured. NHTSA's Traffic Records Data Quality Management Guide: Update to the Model Performance Measures for State Traffic Records Systems is a good guide to help develop additional measures.
- Develop a formal process for adding new elements to the roadway system. This should include each step and who is responsible for each step. This will ensure that the process is the same each time and will help in succession planning.

- Develop a more fully defined data dictionary that includes all Model Inventory of Roadway Elements (MIRE) elements that are collected. This should include the definition of the element, what roadways it is collected on, the percentage of the roadways that have the element that is collected, who collects the data, the date last collected, and linkages, if any, that are associated with the element. It should also include information on how often the data dictionary should be updated and the process for updating.

Summary

The Nebraska Department of Transportation (NDOT) is responsible for approximately 9,959 miles of roadway out of a total of approximately 98,321 miles. NDOT collects all the data for the public roadways, and the data are housed in NDOT's mainframe database, Integrated Highway Inventory (IHI). All but about 3,456 miles have unique route IDs and reference points in a single compatible linear referencing system (LRS). Those roads that do not have a unique route ID and reference points are owned by the cities of Omaha and Lincoln, as well as the US Air Force, and are in Nebraska's system as group records. The State has an Excel spreadsheet that lists all of the roadway and traffic data found in the IHI, while data on bridge elements is obtained from the National Bridge Inspection Standards (NBIS). The data within the IHI are copied into SQL data warehouses that can be accessed by other State agencies.

The IHI has tables within the database itself that act as a data dictionary for all roadway elements within the system. The NDOT IT department is responsible for updating the data elements for the traffic analysis unit within the system. The process is described in the Nebraska Traffic Monitoring System Documentation. There is no document with steps for updating or adding other data elements within the IHI. The IHI has been used by the State for decades, and no historical data are deleted or archived.

NDOT has a document, the MIRE Document Compliance Document, that lists the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that are collected and acts as a data dictionary. The State currently has 27 of the 36 FDEs fully collected. This document lists the source for the data, such as the IHI, and indicates if it is a Highway Performance Monitoring System (HPMS) element. It also indicates if it is for all public roads, and the remaining FDEs are listed at the end of the document. There is also a section that includes the State's action plan and execution strategy to have all FDEs collected for all roadways. Currently, the State collects an additional 50 MIRE elements for all roadways, 10 elements that are only collected for State roads, and 30 elements that are missing data from Lincoln and Omaha roads but does not have them included in the data dictionary. The State has a Data Governance team that is working to create a data dictionary that will have all MIRE elements that are collected, as well as the other data elements found in the IHI.

Data within the IHI databases are synchronized quarterly, and error reports are created. Error reports are then sent to the people who collected the data for corrections. Errors that are found are prioritized based on how the error will impact an agency's lane allocation. If it does have an impact on lane allocation, then the error is prioritized. If it doesn't have an impact, then it is noted and updated on the next inventory cycle.

Nebraska crash data are housed in NDOT's new Crash Information Database. An NDOT GIS script converts the latitude and longitude from the crash database to the route ID and reference point. These data, as well as other roadway data, all use the same LRS system. This allows roadway data to be linked to crashes on the public roadways. The only roads that are not included are the National Functional Classification 7, local roads, and ramps located in Lincoln and Omaha. The GIS Location Mapping (LRS) Process document explains this process.

Crash data and roadway data are integrated in the AASHTOWare Safety software. Data can be filtered by a variety of fields and used to identify possible safety projects. For example, crashes can be filtered for areas that have no outside paved shoulders at curve locations, and projects can then be considered at the locations of concern.

The State has created performance measures for all six attributes for the roadway system and has included them in the Nebraska Traffic Records System Plan FY2022-FY2026. Multiple measures are at 100% compliance. It might be beneficial for the State to include additional measures that they are working on.

Overall, Nebraska has a good roadway enterprise system. They are able to link the data within the IHI to crash data to do safety analysis using the AASHTOWare Safety software. They would benefit from updating some of the systems that would allow other users, such as local, municipal, or tribal agencies, direct access to the data.

Citation and Adjudication Recommendations

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

Considerations for implementing your Citation and Adjudication recommendations

- Explore the possibility of showing how citation and adjudication data can be used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes or enforcement actions.
- Explore whether the court management system, JUSTICE, tracks deferrals and dismissals to inform agencies of repeat offenders, multiple offenders, etc. Develop strategies to collaborate on the exchange of such data.

- Evaluate interfaces between the citation and adjudication systems with the vehicle, driver, and crash systems to address administrative actions and violations/charges related to a crash.
- Develop timeliness, accuracy, completeness, uniformity, integration, and accessibility performance measures tailored to the needs of citation and adjudication systems managers and data users. Use NHTSA's Traffic Records Data Quality Management Guide: Update to the Model Performance Measures for State Traffic Records Systems to develop metrics with a baseline and quantifiable outcomes.

Summary

The Administrative Office of the Courts and Probation (AOCP) is the statewide authority that assigns unique citation numbers, both for paper and electronic citations. The Nebraska Crime Commission manages the State's citation data and has a data dictionary that provides information on all fields and is well documented. The data dictionary is available to the public on a website.

The State can track citations through the Department of Motor Vehicles (DMV) driver system, from point of issuance to posting on the driver history record. This system also tracks administrative driver penalties and sanctions. While this tracking system includes some or all of the aspects of a Model Impaired Driving Records Information System (MIDRIS), there are some fields missing that could be pursued to build a comprehensive impaired driving tracking system.

The State has processes for retaining, archiving, or purging citation records, as documented in the AOCP Records Retention Rules for criminal and traffic case retention. The DMV follows the State's record retention guidelines, and a purge of citation records is processed annually.

Dispositions on traffic cases are tracked nightly, via abstract, from the court case management system (JUSTICE) to the DMV and the Nebraska Criminal Justice Information System (NCJIS) system at the Nebraska Crime Commission. Amended abstracts from JUSTICE created upon appeal or post-disposition updates to the case are provided to the DMV's driver registry system.

The AOCP IT Division is beginning a process to assess the JUSTICE system in its entirety and plan for replacement. Points to consider in that effort may include: the ability to track deferrals and dismissals in JUSTICE or on the driver history record to ensure subsequent repeat offenses are not viewed as first offenses; interoperability with Tribal Court data systems; interfacing with the vehicle system to collect vehicle information and carry out administrative actions; and interfacing with the crash system to document violations and charges related to the crash.

Criminal history records are managed in the Patrol Criminal History (PCH) system maintained by the Nebraska State Patrol. Criminal and driver histories are made available through the NCJIS, and the system has an interface that allows queries and displays real-time information. Agencies within law enforcement, as well as parole, probation, and courts, have access to real-time information on driver records and criminal histories.

The State's adjudication system interfaces with the driver system to post dispositions to the driver file. JUSTICE electronically sends court convictions to the driver system, based on the driver identifying information retrieved from the license bar code, which includes the license number and name. That identifier is used to update the correct driver history with the conviction.

The citation and adjudication data systems have implemented some components of a comprehensive data quality process. The State would benefit from further refinement and development of performance measures and sharing of data quality reports with the Traffic Records Coordinating Committee (TRCC).

Injury Surveillance Recommendations

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

Considerations for implementing your Injury Surveillance recommendations

- Establish numeric goals and performance metrics for the EMS, hospital discharge, emergency department, and vital records data systems so that each system's performance can be measured over time, and improvement (or decrease) in data quality can be tracked.
- Develop a set of detailed data quality management reports for the hospital discharge, emergency department, and vital records data systems. Present these reports to the Traffic Records Coordinating Committee on a regularly scheduled basis.
- Revive data linkage efforts and update the Crash Outcome Data Evaluation System (CODES) Management Report so program managers can respond to new and emerging trends.

Summary

Nebraska has all the components of a comprehensive statewide injury surveillance system. The electronic Nebraska Ambulance Rescue Service Information System (eNARSIS), emergency department database, inpatient discharge database, the Nebraska Trauma Registry, and vital records database are maintained by the Nebraska Department of Health and Human Services. These databases have been integrated by the Nebraska Crash Outcome Data Evaluation System (CODES) project to facilitate analysis of the medical consequences of motor vehicle crashes. All data systems are available for analysis by researchers and the public through data request processes.

Each data system has a data dictionary and adheres to the appropriate national standard. All systems have edit checks and validation rules to ensure data accuracy and quality. Data from each system are available to researchers and decision-makers. Each data system provides the ability to track the frequency, nature, and severity of injuries sustained in motor vehicle crashes. The 2020 CODES Management Report contains a wealth of information describing the burden of motor vehicle crashes in Nebraska.

All systems have reporting requirements in terms of submission timelines and data completeness. Performance measures have not been defined for the five data systems reviewed. Data management reports are not shared with the Traffic Records Coordinating Committee (TRCC), leaving the body uninformed as to the quality of the data it relies on.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Enlist the assistance of the State Traffic Records Coordinating Committee (TRCC) to facilitate data system integration. The TRCC, with representatives from all six traffic records data systems, can assist with data availability and accessibility (e.g., data use agreements), governance of integrated data, and the needs of decision-makers related to traffic safety.
- Continue the Crash Outcome Data Evaluation System (CODES) linkage project to provide a robust database with reports easily accessible by decision-makers and the public alike. The CODES data were a valuable resource throughout the many years the linkage was conducted by the State. It is reported that the linkage was resumed in 2024 after the State transitioned to a new crash database in 2021.

Summary

Integration combines information from multiple systems to form a new, more robust dataset that can answer a wide variety of highway safety-related questions. These integrations can occur both within and between the core components of the traffic records system. Data integration and access to integrated traffic records datasets are increasingly important components of a comprehensive state traffic records system. Linking among the traffic records datasets can add detail to the understanding of each crash event, the roadway environment, and the vehicles and individuals involved.

Nebraska maintains the six core traffic records data systems — crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance. The State uses each of the systems disparately for data-driven decision-making. Behavioral program managers and other traffic safety decision-makers have access to the crash data via the Nebraska Department of Transportation (NDOT) website and an online crash data repository. Access to the other five traffic records data systems is unclear. The public can request historical Crash Outcome Data Evaluation System (CODES) data, and other integrated data reports can be performed on a case-by-case basis. Online reports available to the public include statistical tables, again from single data sources.

The NDOT has a data governance program; the charter does not address data external to the agency, nor does it address data integration. Governance of integrated data takes into consideration the privacy and confidentiality regulations applicable to the various datasets after integration and extends beyond a single

agency.

Nebraska has a CODES program that experienced a pause after the 2020 linkage when the State transitioned to a new crash database. It is reported that the CODES linkage, which includes EMS, crash, hospital, and death certificate data, was resumed in 2024 with the linking of the 2021 data.

Interfaces between traffic records systems exist, e.g., driver and crash systems, roadway and crash systems, and vehicle and crash systems, but integration among any of those databases has not been performed.

Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'. The table below shows changes in ratings from the last assessment.

Legend:

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

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

Vital Records – Procedures & Processes	0	0	0
Injury Surveillance System	+1	-1	0
Data Use and Integration			
Data Use and Integration	-5	+2	+3
Total Change	***-18***	***-14***	***+32***

Methodology and Background

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

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

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

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

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

The assessment facilitator generates a final report based on the results of the assessment. The NHTSA Traffic Records Team representative then provides the State coordinator with a digital copy of the final report and an accompanying cover letter via email. After the assessment has been completed and the final

report delivered, the facilitator presents the final report and summarizes the assessment's recommendations and conclusions to the States' TRCC via a webinar.

Figure 2: Sample Traffic Records Assessment Time Table

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

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	February 24, 2025
Begin first Q&A Cycle	February 25, 2025
End first Q&A Cycle	March 14, 2025
Begin Review Period	March 31, 2025
Onsite Meeting	April 08, 2025
Begin second Q&A Cycle	April 08, 2025
End second Q&A Cycle	April 25, 2025
Assessors' Final Results Complete	May 12, 2025
Final Report Due	May 19, 2025
Debrief	May 28, 2025

Appendix A: Question Details, Ratings and Assessor Conclusions

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

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

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

   Meets Advisory Ideal

   The Traffic Records Coordinating Committee (TRCC) includes an Executive Committee, Core Team, and Technical Subcommittees, with representation from each of the six systems and roles defined in the Traffic Records Strategic Plan (TRSP).

   Change Notes: Rating Unchanged.

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

   Meets Advisory Ideal

   Nebraska's TRSP identifies the roles, responsibilities, and members of the TRCC Executive Committee. All data systems are represented. The executive level has the responsibilities to direct funding resources, review plans, and provide guidance in implementation. They have the ability to assign a representative to attend meetings.

   Change Notes: Rating Unchanged.

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

   Meets Advisory Ideal

   Custodial agencies seek feedback from TRCC members during the planning, development, and implementation of major projects and system redesigns. Their last major launch of a data system was in 2021 and TRCC members were part of that project. The TRCC Coordinator is a current member of the electronic documents team with several other agencies.

   Change Notes: Rating Unchanged.

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

   Meets Advisory Ideal

   The TRCC collaborates with the custodians of each data system to ensure the appropriate agencies are involved in planning and implementing technology projects. All IT decisions are reviewed and approved by the Office of the Chief Information Officer (OCIO).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC Charter documents the formal authority of the committee. It is signed by the State's Governor's Representative for Highway Safety and approved biannually by its members.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska's TRCC provides a leadership role and collaborates with its members on traffic safety projects. Project status, changes within custodial agencies, and upcoming events are discussed at regularly scheduled TRCC meetings. The TRCC Coordinator gathers the data from TRCC members, compiles it, and maintains the TRSP.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Nebraska Department of Transportation Highway Safety Office (HSO) is ultimately responsible for the distribution of federal funds for traffic safety projects. The TRCC plays a critical advisory role in the funding process by reviewing initiatives/projects and the annual budget. New this year, grantees will be required to present their projects to the committee for review and prioritization of funds. The committee is made up of a diverse group of state, federal, and local agencies. This new process was put in place to ensure members of the committee are informed of funding availability and project plans.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Each core system has at least one least one measure identified for each performance area. Identification of these measures is directly tied to the Traffic Records Assessment conducted in 2021, along with evaluations conducted by the TRCC Core Team. Performance measures are evaluated and updated annually in the TRSP. Tables within the strategic plan display the most recent evaluation of the data, along with the project number that correlates with the objective. In some cases, the performance objective has been met over recent years and is shown as 100% completed.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC meets regularly with a developed agenda. Custodial agencies are given time to discuss recent updates and events. Stakeholders are given opportunities to bring up challenges and the group works together for possible resolutions. Documents related to the meeting are distributed after the meeting to ensure full communication.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska has a well organized Traffic Records Data Inventory. The document is organized by data system and includes the owner of the data, point of contact, system architecture information, policies for use, and requests. However, only a few systems include a link to data elements and attributes and interfaces. This is the most tedious content of all the inventory, but is important when the data systems are investigating or preparing to integrate with other datasets.

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

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

Meets Advisory Ideal

The TRCC has a designated Chair, as shown in the Executive Roster. Responsibilities include interaction with the executive level of the TRCC, overseeing the management of the TRCC Committee, and funding availability and projects.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska has a designated TRCC coordinator, who serves as the first point of contact for all traffic record questions and activity. The HSO has a description available for this position and other responsibilities include scheduling and facilitating the TRCC meetings, coordinating traffic records assessments, producing and updating the strategic plan, recruiting new members, and managing the 405 funds.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC currently meets quarterly, exceeding the standard of three times per year. Subcommittees are created as needed and, currently, there are no active subcommittees.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The TRCC informally reviews quality control and improvement programs for core data systems, as part of project updates during TRCC meetings. However, there is no formal quality control program for which the TRCC provides oversight of all projects and objectives. Quality control and review has been on the radar for the custodial agencies for many years, as evidenced by the 2021 Traffic Records Assessment and the draft of the TRSP. Both mention the need for quality controls for all systems. The strategic plan indicates projects for quality control reviews in most data systems; however, there has not been any progress in developing those projects. There appears to be a review of the need, as the TRCC reviews the strategic plan annually.

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

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

Partially Meets Advisory Ideal

Although there is no formal process in place, training needs and support are informally discussed during TRCC meetings and members can request assistance as needed. The TRCC is evaluating ways in which technical assistance can be formally provided to stakeholders. Creating a process to discuss, propose, and initiate technical assistance and training opportunities across all stakeholders is valuable. The process affirms the value for each to participate in the traffic records community and allows for interagency collaboration on best practices.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC's planning includes funding sources beyond 405c, such as state funds for a new crash database.

Change Notes: Rating Unchanged.

Strategic Planning for Traffic Records Systems

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

Meets Advisory Ideal

Nebraska's strategic plan discusses the evaluation process of the data systems and has identified specific data system opportunities. The evaluation was conducted through the use of input of stakeholders and the last Traffic Records Assessment. Opportunities for improvement have been identified and projects assigned for each of the six data system areas.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRSP outlines countermeasure strategies to enhance data quality in all six core data systems.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC has a process to identify performance measures and the corresponding metrics for each of the data systems. There is at least one countermeasure and metric per data quality measure per data system. Measures were originally identified utilizing the July 2011 Traffic Records Assessment and updates and refinements have been made utilizing the assessments conducted since then, along with evaluations from the TRCC.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska's TRCC has a well documented process in place to identify and prioritize improvement projects. Deficiencies and opportunities are identified through evaluation and the most recent Traffic Records Assessment. Projects have been identified to address the opportunities for improvement. Based on funding availability and alignment with TRCC priorities, the projects are activated. New this year, the TRCC is requiring the grantees to present their projects to the committee for approval. As an extra measure of transparency, finance reports are now distributed to the committee so that everyone is made aware of funding availability and priorities.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

No formal process is in place or identified in the strategic plan. Technical assistance, training needs, and support are informally discussed during TRCC meetings. The committee recognizes that support of and providing technical assistance is a responsibility as noted in the plan. They are currently looking into ways to address it formally with the plan. Creating a process to provide technical assistance will further enhance the TRCC's strength and collaboration as a group.

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

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

Partially Meets Advisory Ideal

The TRCC has a process to identify the projects in the TRSP, based on deficiencies in each data system. Project details are provided in the strategic plan which names the responsible agency for each project. The project tables are updated regularly and shared with the TRCC. Timelines for each individual project are not included in the project details, but those funded through 405 grant funding are monitored monthly by the Highway Safety Specialist. Inserting and updating timelines, target dates of completion, and milestones for each project in the strategic plan maintains communication throughout the committee and sets terms of accountability.

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

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

Meets Advisory Ideal

Representatives of the TRCC Core team include both local and state agencies. The Core Team reviews deficiencies and opportunities in data systems and collaborates to identify priorities and solutions. Several existing projects, such as the e-citation and linking EMS and injury surveillance data, benefit both local agencies and the State. There is ongoing collaboration between local agencies and state partners through the Crash Outcome Data Evaluation System (CODES) project, the State EMS team, and the TRCC to ensure local needs are being addressed.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRCC supports new technology and the TRSP has projects that include adoption of advanced technologies. Nebraska utilizes technology to improve and maintain traffic records data systems. They are moving towards a fully electronic crash system that will reduce reporting timeliness and increase accuracy. A smart map is being developed to identify, for law enforcement, high risk areas for crashes and citations. The map will allow agencies to plan enforcement resources more efficiently to reduce crashes. Once systems are modernized and utilized by agencies through electronic means, integration is the next step in data efficiency. Nebraska is currently working to integrate the crash system with roadway attributes.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRSP considers lifecycle costs when implementing improvement projects, specifically focusing on ensuring that long-term projects remain sustainable beyond initial federal funding.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska's Traffic Records Strategic Plan includes coordination with key federal traffic records systems. It is evident that there is collaboration between many of the federal agency systems, such as the Federal Highway Administration (FHWA), the National Center for Health Statistics (NCHS), and the Federal Motor Carrier Safety Administration (FMCSA) at the TRCC level. Key agencies comply with several federal agency systems ensuring standardized reporting, collaboration, and integration of data. The strategic plan indicates that CDLIS is utilized in the Driver system and the EMS project section of the strategic plan indicates that the agency is in compliance with NEMSIS V.3.4.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The TRSP is updated annually by the TRCC Core Team and approved by the Executive Committee.

Change Notes: Rating Unchanged.

Description and Contents of the Crash Data System

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

Meets Advisory Ideal

The Nebraska Department of Transportation (NDOT) has one consolidated crash database built on an SQL framework. There is a very well detailed database schema which shows that all relevant Model Minimum Uniform Crash Criteria (MMUCC) 5 data elements are stored in the same database and appropriate connections between tables are present.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska Revised Statutes 60-695 defines the Department of Transportation as the State repository or custodian for the statewide crash system database.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska Revised Statutes 60-695 states that an officer that investigates any crash that results in a fatality or injury or more than one thousand five hundred dollars of property damage must submit a crash report to the state DOT. Furthermore, Nebraska Revised Statutes 60-699 states that if an officer does not investigate a crash that meets the previous criteria, the operators of vehicles involved in such a crash must submit a report. Finally, a fatal crash must meet the ANSI D-16 definition of a traffic crash and an involved party (driver, occupant, pedestrian, bicyclist, etc.) must die from injuries that resulted from the crash within 30 days of the crash.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The crash must meet the ANSI D-16 definition of a traffic crash and an involved party must receive suspected serious, visible, or possible injuries as a result of the crash.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska Revised Statutes 60-695 states that an officer that investigates any crash that results in a fatality or injury or more than one thousand five hundred dollars of property damage must submit a crash report to the state DOT. Furthermore, Nebraska Revised Statues 60-699 states that if an officer does not investigate a crash that meets the previous criteria, the operators of vehicles involved in such a crash must submit a report within ten days to the Department of Transportation.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

State statutes require the reporting of a reportable crash within ten days of the crash.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The state's crash system is capable of recording crashes that occur in non-trafficway areas. If a non-trafficway crash is reported, the same reporting requirements that apply to trafficway crashes also apply to non-trafficway crashes. The crash database has a flag that indicates whether a crash was on a trafficway or not.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has conducted various analyses and reports using crash data to identify crash risk factors. The State uses analysis of data from the crash system in the Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), Network Screening, and other planning tools.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Nebraska crash data system is used to guide engineering and construction projects. The State uses various network screening, pattern recognition analysis, benefit-cost analysis, and countermeasure evaluation tools to help determine potential sites and safety projects at those sites. The outputs of these are presented to the NDOT safety committee which makes a determination as to whether HSIP funding will be approved for a proposed project.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State provides resources to law enforcement agencies detailing the location and type of crashes via an online portal, and all law enforcement agencies use this and additional local crash information to specify local activity and deployment of resources. Law enforcement agencies are able to access crash data as soon as it becomes available in the database and use it to organize enforcement activity. Additionally, the State has performance measures for the effectiveness of law enforcement activity in the reduction of crashes.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State conducts a benefit-cost evaluation for every project constructed using HSIP funds. The benefit-cost evaluation includes a before-and-after crash data review and societal crash cost comparison to the construction costs. Benefit-cost evaluations are also used to review the effectiveness of previous safety improvement projects to inform the safety project selection process going forward.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Crash Data System

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

Meets Advisory Ideal

The state currently meets the MMUCC 5 guidelines and there is a review process in place to identify areas of improvement in the data system in accordance with the MMUCC 6 guidelines.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State uses ANSI D.16, MMUCC, Fatality Analysis Reporting System (FARS), and state statutes to create the crash system data dictionary definitions.

Change Notes: Rating Unchanged.

Data Dictionary for the Crash Data System

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

Meets Advisory Ideal

The State crash system data dictionary has a definition for each data element and defines that data element's allowable values/attributes.

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

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

Meets Advisory Ideal

The State crash data dictionary includes system edit checks and validation rules.

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

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

Meets Advisory Ideal

Whenever an element or business rule needs to be changed, NDOT updates all documentation at that time. The last time this occurred was in 2021. The crash system's data dictionary, field data collection manual, coding manual, crash report, database schema, and training materials were all updated in 2021.

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

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

Partially Meets Advisory Ideal

The data dictionary does not indicate whether a data element comes from a linked source or not. While this information is available in the database schema, it would be useful to have that information enumerated in the non-technical data dictionary for consumption by users who may not be able to interpret a database schema.

Change Notes: Rating Unchanged.

Procedures and Process Flows for Crash Data Systems

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

Meets Advisory Ideal

All crash reporting processes must map to and transmit through NDOT's XSD. The XSD is built in such a way as to validate the incoming data to ensure data completeness and validation rules/processes are met. Iif an incoming report doesn't meet the XSD format or requirements, the report is rejected. Therefore, the State collects an identical set of data elements and attributes from all reporting agencies.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not reevaluate the crash form at any regular scheduled interval. NDOT has no set formal process to review and change the crash form, instead the State plans to review the crash form every time a new version of the MMUCC standard is published.

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

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

Partially Meets Advisory Ideal

The State maintains accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data-including the submission of fatal crash data to the State FARS unit. The commercial vehicle crash data for SafetyNet is maintained by the Carrier Enforcement Division of the Nebraska State Patrol. It is unclear if the State has existing documentation (process flow diagrams, reports, etc.), for commercial vehicle crash data to SafetyNet. Such documentation could prove to be invaluable to the State's efforts of governing the collection, reporting, and posting of commercial vehicle crashes to SafetyNet.

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

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

Meets Advisory Ideal

The State Crash Information Database (CID) has inherent quality assurance and quality control processes built-in to perform edit checks and validations. The system allows error checking and pattern analysis which helps identify problems and training needs and adjustments.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has developed a retention policy of crash reports and crash data with sufficient retention periods to fill the needs of their engineers and other crash data users. Fatal crashes are permanent and all non-fatal crash reports are maintained for 20 years.

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

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

Partially Meets Advisory Ideal

NDOT offers a free crash reporting system, which is used by the majority of law enforcement agencies in the State. Of the 208 total number of law enforcement agencies in the State, 170 submit crashes electronically (81.7%). In 2024, 91.52% of all vehicle crash reports investigated by law enforcement were submitted electronically.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Not all crash reports are collected electronically. NDOT offers a free crash reporting system, which is used by the majority of law enforcement agencies in the State. Of the 208 total number of Law Enforcement agencies in the state, 170 submit crashes electronically which (81.7%). In 2024, 91.52% of all vehicle crash reports investigated by law enforcement were submitted electronically. While NDOT has requested the Unicameral (State) Legislature to update the Statute to make electronic reporting mandatory, to date they are not willing to make the change. NDOT works with agencies to encourage them to transition to electronic reporting, but they cannot force them. The NDOT Highway Safety Office does offer grants to law enforcement agencies to purchase in-car computers and reaches out to agencies that don't report electronically to encourage them to transition. When a new Sheriff or Police Chief assumes responsibility for an agency, NDOT reaches out to them about changing to an electronic format. Since 2022, the number of agencies reporting electronically has increased from 53.78% to 91.52% in 2024.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All electronic systems must use the State's validation process. This process has validation and business rules incorporated within. All reports are validated and any report that doesn't pass validation is sent back to the reporting agency with an electronic message instructing the agency on the issue/s with the report. Reports are then corrected and resubmitted.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

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

Partially Meets Advisory Ideal

The crash system does not have a real-time interface with the driver system. However, NDOT's Crash Information Database (CID) is tied to the Department of Motor Vehicles (DMV) database. When NDOT enters driver and/or vehicle information, that information will be auto-populated into the CID system. The investigator's electronic crash reporting system can scan in driver license information as well as vehicle registration data and validate the data against the DMV database. Additionally, the investigator can manually search driver/vehicle information and use the results in the crash reporting system by clicking a button to move the search results into the crash report. Both functionalities are integrated into the crash reporting software.

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

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

Meets Advisory Ideal

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

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is no verification of roadway data being completed by an officer during on-site crash data collection. The electronic crash report system only collects location data and roadway information entered by the officer. All verification of the roadway information is completed by NDOT after receipt of the completed crash report from the law enforcement agency.

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

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

Does Not Meet Advisory Ideal

There is no connection between the crash and citation and adjudication systems. This kind of connection could provide useful analysis to both law enforcement and traffic safety personnel. If a particular type of violation is overrepresented at a certain location, that may be an indication of physical changes needed or potential signage or messaging changes.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Crash Outcome Data Evaluation System (CODES) project is a single, separate integrated database housed at the Nebraska Department of Health and Human Services (DHHS) that links crash data, hospital data, and EMS data. The crash system itself does not have a direct (real-time) interface with the EMS system. For analysis of the data, the Office of Injury Surveillance staff linked the motor vehicle crash data with the EMS, hospital discharge data, vital record death data, and DMV data to develop a comprehensive CODES database.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Crash System

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

Meets Advisory Ideal

Electronically submitted reports must pass edit checks that validate the incoming response against validation and cross-field rules in the XSD. The incoming values are also compared against a list of acceptable values. If the value isn't on the list, the report is rejected and sent back to the reporting agency for corrections. Paper submitted reports then manually entered into the database must pass the same edit checks as the electronic reports.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Limited correction authority exists for crashes passing the automatic edit checks, validation rules, and cross-field rules. Internal NDOT Highway Safety staff have limited State-level correction authority granted to quality control staff working with the statewide crash database. Depending on the nature of the adjustment, NDOT will send out a letter to the reporting officer to request that they amend and resubmit the report. The ability to adjust the data is a process handled by Highway

Safety staff who have the training.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

While there exists a formal process for electronically submitted reports that are rejected, there is not a formal process for paper submitted reports. NDOT does not have plans at this time to expand its paper rejection process. When an incomplete paper report is received, internal business rules are applied and, for any blank fields, a code of '96 – Not Stated' is entered, and driver-reported information is used to supplement the investigator's report when available.

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

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

Meets Advisory Ideal

The crash data system tracks all changes to a report based on date and person making the change. The system also has the functionality to hold up two versions of the same report side-by-side for comparison. Change history is studied to identify potential areas for training and improvement.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

A measure is the calculation and current value of a metric of interest to stakeholders, while a goal is the value of a measure that you would like to reach or maintain in the future/long term. It is unclear if the State is using measures or goals. Examples given were: 100% of crash data entry completed within 90 days from receipt of crash report from law enforcement agency. Zero reports in the Keywording queue at the end of the day 90% of the time. Complete location marking of 90% of crash records within 45 days from when a case goes into the Location Marking queue. The State is currently still developing the calculations of new measures and baselines due to a new crash database.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State currently does not have accuracy performance measures.

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

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

Does Not Meet Advisory Ideal

Nebraska does not have completeness performance measures for crash data.

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

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

Does Not Meet Advisory Ideal

The State measures electronic submittal of the MMUCC-compliant investigator crash reports. Since the electronic reports all have to pass the same validation, they feel that this meets their needs for uniformity. This is not a performance measure, which includes a baseline and target metric with an established timeframe for evaluation. Such uniformity measures help to identify unexplained differences in the data across years and jurisdictions.

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

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

Does Not Meet Advisory Ideal

Nebraska currently does not have any crash data integration performance measures. In the future, this could look like the percentage of appropriate records in the crash database linked to relevant external data sources. For example, crashes with in-state licenses should be linked to a DMV record and crashes with EMS responses should be linked to the EMS data.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Nebraska does not currently have any crash data accessibility performance measures. If the State wishes to pursue this in the future, this would involve identifying the principal users of crash data, determining their ability to acquire requested data, and the timeliness of receiving that data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

In the Highway Safety Plan there were at least 11 crash performance measures listed. All of them had a specific State-determined numeric goal associated with each performance measure in use.

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

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

Does Not Meet Advisory Ideal

Nebraska is working on a system to provide reminders and statistics on crash form timeliness to agencies. However there is no performance reporting related to accuracy and completeness is not done because most crashes are submitted electronically and that system will not allow for an incomplete record to be accepted.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

NDOT keeps track of daily data quality reports and uses them to identify patterns and inform changes to training, validation checks, and user manuals. One of the data quality reports that NDOT created checks a MMUCC validation rule for the work zone data fields. The specific validation rule was 'when work zone is 02-No Workers Present, Type of Work Zone, Location of Crash, Law Enforcement Present must be 97-Not Applicable'. The first run of this report identified 15,965 crash cases with incorrect work zone data, so NDOT implemented a validation rule change in the crash database user interface that forces the correct value (i.e. 97-Not Applicable) for this situation. The validation rule has reduced these errors.

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

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

Meets Advisory Ideal

The Location Mapping Manual has thorough procedures for getting accurate location information for crashes from text fields, map data, and other data in the crash report. The State has also added a manual for crash data entry that extensively documents the process for filling out the State's crash report. Part of the process documented includes validating inputs and ensuring logical consistency across narrative, diagram, and contents.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Nebraska does not conduct sample-based audits. These can be useful in finding issues with the crash data outside the parameters of the current validation processes.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska runs periodic comparative trend analyses to show if a reporting agency is submitting more or less of their usual amount of reports to then determine if this is explainable. NDOT reviews agencies that exceed a ten percent change in the number of crashes submitted year-over-year. NDOT then works with those agencies to realign their reporting practices. In the future, NDOT could add to this process an analysis that explores differences between jurisdictions that are not explainable by population or traffic level differences.

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

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

Meets Advisory Ideal

While there appears to be no formally documented review process for transmitting and using data quality feedback, Nebraska seems to have an open dialogue with key users that allows for easy communication of issues and direct action in addressing the issues that arise. Data quality feedback from key users is accepted, processed, and used to correct the data and update the system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Crash data quality management reports are not provided to the TRCC for regular review.

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

Description and Contents of the Driver Data System

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

Meets Advisory Ideal

The Nebraska Department of Motor Vehicles (DMV) has custodial responsibility for the driver data system, which includes commercially licensed drivers.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Nebraska driver data system captures details of novice driver, motorcycle, and driver improvement (remedial) training on the driver history. Training provider information is also

maintained in a seperate file that is available for reference purposes. One value of provider names on driver records is the ability to match novice training providers with crash involvement, as it is captured on those same records, in order to ascertain the most effective novice training programs.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Original issuance dates for licenses, permits, and endorsements are captured but are not maintained past an 11-year window. For commercial drivers, there is value to lifetime look-backs, so it would be useful to maintain original license, endorsement, and permit dates throughout the license history.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Driver Data System

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

Meets Advisory Ideal

Nebraska driver information is maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS.

Change Notes: Rating Unchanged.

Data Dictionary for the Driver Data System

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by a data dictionary documenting the data definitions for each field.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is no data dictionary for the driver data system. A data dictionary, developed for the legacy system, can help to ensure that staff is aware of proper definitions of each data element and can provide a means by which to link driver data to other component systems within the traffic records system: crash, vehicle, adjudication / courts, and injury surveillance, and would create a certain level of readiness when update or system replacement are contemplated.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The driver license system contains edit checks and data collection guidelines in a variety of elements. Without a data dictionary, it is unlikely that those exist for each data element, which would outline the number of characters available for data entry, and whether they are alpha, numeric, or a combination of alpha/numeric. However, there are some very specific edits and guidelines for some data elements.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There is no data dictionary, and it is established that a data dictionary is an integral part of a data system, it also is valuable to make determinations about when the system documentation should be updated so that it remains consistent and valid. There are several ways to address maintaining system documentation, including: annually, whenever the system is changed or updated, when new legislation has been enacted, or policies and procedures have changed. The date or trigger for the update should be known to both the technical staff and the operations staff so that it does not slip through the cracks.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Driver Data System

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

Meets Advisory Ideal

The Nebraska driver system is supported by a formal policy and procedures manual to provide staff with guidance on all driver licensing transactions.

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

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by a process flow diagram that outlines the driver

data system's key data process flows, including inputs from other data systems. While development of process flow diagrams may be time-consuming, it is also a means by which to ensure that all employees are aware or can be made aware of the step-by-step procedures. Development of such diagrams can help a work group to review its processes, check for redundancies, extra steps, or inefficiencies, and provide for a general review of procedures and policies within the section. It also provides a means by which to develop a continuous improvement process and re-check procedure manuals for accuracy and currency.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State has established processes for addressing errors in the driver file based on information provided and added related to driver education, as well as processes related to electronic data from courts and how changes are applied. It is unclear whether various types of errors are counted or noted to ensure that repetitive errors are addressed, particularly in terms of information that is generally data entered at the point of customer interaction.

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

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

Meets Advisory Ideal

The Nebraska driver system data is purged annually in January. A list of the data that are purged and after what time frames is available.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska has administrative authority to suspend licenses based on an impaired driving (DUI) arrest independent of adjudication. There are documented processes for suspension sanctions and reinstatement.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska uses central issuance of licenses to allow time for facial recognition technology to process to ensure that an applicant has no other identity in the State driver system before the document is released to the applicant. It also participates in the State-to-State (S2S) verification system to verify whether an applicant holds a license or identification (ID) card in another state.

All driver licensing staff are trained in levels I and II of fraudulent document recognition. Nebraska ensures that the driver history follows the driver when they move from state to state. A facial image is captured for each in-person transaction and all commercial driver license (CDL) issuances receive secondary review by a compliance officer. Other possibilities not mentioned include use of biometrics and secondary review of documents provided for identity for first time issuances.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska staff are issued an identifier used to track their changes made to the data system and a report is generated weekly and reviewed to ensure that there is no fraud related to applicant testing, which is also monitored by overt and covert staff audits. The Driver Licensing Division generates a weekly report that is monitored to identify fraudulent activity.

Change Notes: Rating Unchanged.

91. Are there established processes to detect CDL fraud?

Meets Advisory Ideal

CDL testing is audited both covertly and overtly. Compliance officers review the issuance of documents on the previous days to ensure that documents presented by applicants were appropriate, correct, and error-free and resolve errors within appropriate timeframes, as established by the Federal Motor Carrier Safety Administration (FMCSA).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska transfers the Driver History Record (DHR) electronically to another state when requested due to a change in State of Record via the State Pointer Exchange Services (SPEXS) system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska obtains the previous state of Record driver history information electronically via the S2S process, which is a function of the SPEXS system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska utilizes one-to-many facial image verification to determine if an applicant is currently

licensed. One-to-one image verification is also utilized, which allows the licensing technician to view the most recent facial image of an applicant who is applying for a renewal or duplicate driver license or ID Card.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska provides State license photos to other State licensing authorities both manually and through the American Association of Motor Vehicle Administrators (AAMVA) Digital Image Access and Exchange program. Such exchanges are vital for fraud prevention.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has policies that address both the security of the data system and the security of the personal identifying information that it contains.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Nebraska has statutes and policies in place to ensure that driver system custodians track access to and release of driver information. Although each State was required to incorporate Reno v Congdon (the Driver Privacy Protection Act) into their State statutes, there should also be policies and procedures that ensure that the law is followed and forms and perhaps, a database, to ensure that those who access personal identifying information from the driver file are among those eligible to gain access to that information according to that law, should an incident occur that would bring the appropriateness of such access into question.

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

Driver System Interface with Other Components

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

Meets Advisory Ideal

Nebraska posts all crashes to the driver record for the previous three years via a direct link from the crash records system.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The Nebraska driver system tracks the DUI-related items in the driving record relative to convictions, administrative license revocations, and post-conviction adjudication (reinstatement of suspended licenses). However, no information was available indicating that Nebraska is supported by an established DUI tracking system that records all activities of each DUI case from arrest through to post-adjudication compliance. The value of a tracking system is in its ability to keep all information related to DUI arrests and adjudication in a single place and, optimally, make it available to all those who interact with the impaired driver, including those who provide evaluation, probation services, DUI education and therapy, courts, and ignition interlock providers, so that it is assured that all court-ordered sanctions have been fulfilled prior to re-licensure and that it is possible to gauge the most successful types of intervention, mitigation, and services, in terms of prevention of re-offending.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska performs all checks through the Unified Network Interface (UNI) and AAMVA for the Problem Driver Pointer System (PDPS), Commercial Driver Licensing Information System (CDLIS), the Social Security Online Verification (SSOLV) system, and the Systematic Alien Verification for Entitlement (SAVE) system when issuing documents. Central issuance provides a buffer of time to allow for checks to be completed when systems are down and to ensure that all checks can be completed prior to final documents being sent.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska driver record information is provided to law enforcement through the Nebraska State Patrol and the Nebraska Commission on Law Enforcement and Criminal Justice.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Nebraska DMV has the capability to grant authorized court personnel access to information in the driver system through the Nebraska Supreme Court or to court personnel.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State's data quality management system is not formal and comprehensive, though it does have edits built into the system designed to ensure data quality. The missing building block for a data quality management system is a data dictionary, which, along with a policy and procedure manual related to system documentation, would be a good starting place for a more formal data quality management system.

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

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

Meets Advisory Ideal

The Nebraska driver system is supported by automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements. Since the system is mainframe-based, the number and complexity of field level and relational edits are not as developed as those seen in other modern applications.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by timeliness performance measures tailored to the needs of data managers and data users. In order to ensure data quality, it is necessary to devise a means by which to gauge component aspects of data quality: timeliness, accuracy, completeness, uniformity, integration, and accessibility. Those attributes should be measured for baseline status and goals set for improvement, if necessary. Then they should continue to be measured on an interim basis to ensure that no degradation of data quality has occurred. An example of a timeliness measure for the driver system might be: The median number of days from the date of an adverse action taken against a driver's license / privilege to the date that adverse action is entered into the database.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by accuracy performance measures tailored to the needs of data managers and data users. An example of an accuracy measure might be: The percentage of driver records with no errors in critical data elements.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by completeness performance measures tailored to the needs of data managers and data users. Completeness can include records for drivers who have citations in Nebraska, but are licensed elsewhere, or it can include missing data elements on a driver's data (a missing record or a missing data element). An example of a completeness measure is: Percentage of records on the State driver system that contain no missing data elements.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by uniformity performance measures tailored to the needs of data managers and data users. If the State is using any set of standards, such as ANSI D20, it can use as a measure the number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by integration performance measures tailored to the needs of data managers and data users. It is clear that the State has some existing interface between component databases of the traffic records system. In that regard, a simple integration measure would be the percentage of appropriate records in the driver database that are linked to another system or file.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by accessibility performance measures tailored to the needs of data managers and data users. Due to the DPPA, there is limited access to individual records, but the database itself may be used for research and other approved purposes. As a result, a measure might be developed that relates to the number of appropriate requests for driver data that are able to be fulfilled within a given number of days.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has not developed goals for its data quality in the driver license file. In development of a data quality management program, it is important to determine the State's current status, establish goals for improvement or management, and measure at reasonable time frames. Once the goals are set, metrics can be applied to ensure that goals are either being met, the database is stable, or there is regression in the quality of data within the database. The metrics are the first step.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Nebraska driver system is supported by a process of when repetitive errors are detected via CDLIS and Social Security Administration (SSA) monthly reports, and, for CDL documents, via secondary review by compliance officers. When such errors are noted, programming or procedure changes are made and training is developed and administered to address the issues. When the errors are addressed through programming, post-programming testing is done to ensure that the problems have been addressed.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No information was available indicating that sample-based audits are conducted periodically comparing the driver source information to related database contents ensuring that entered data are accurate. Sample-based audits are a means by which to determine that the system is working as designed and that undetected errors have not been introduced into the system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system is not supported by periodic comparative and trend analyses to identify unexplained differences in the data across years and jurisdictions. Periodic trend analyses can be helpful in identifying any changing demographic in the State and in preparing for staffing, budgeting, and public outreach.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska driver system does not include a process for data quality feedback from key users to be regularly communicated to data collectors and data managers. Such a program has been proven useful to identify problems and to determine system modifications to improve quality and/or productivity. Users of driver data, such as courts or law enforcement, might notice errors or omissions in driver data through repetitive use of the documents and it is always important to seek and respond to their reporting or queries about data quality to driver licensing management.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The discussions about data quality at the Traffic Records Coordinating Committee are key in keeping all staff that use and collect traffic records data apprised of new laws and procedures and policies related to data collection, sharing, integration, and use that may affect the State or makeup of the data. The collaboration and coordination that results from such meetings and reporting encourages better data governance in states, helps to establish more uniformity in collection of similar data elements, and promotes further integration and interface ideas and uses. Some examples of use of driver license data in other states includes prevention of public benefits fraud and prevention of purchase of in-state-priced hunting licenses by out-of-state residents.

Change Notes: Rating Unchanged.

Description and Contents of the Vehicle Data System

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

Meets Advisory Ideal

Custodial responsibility for identification and ownership of all vehicles registered in Nebraska resides with the Department of Motor Vehicles (DMV), Driver and Vehicle Records Division ('the Division').

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All VINs within the vehicle data system are validated with S & P Global software.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska vehicle registration documents are reported to contain barcoded information meeting

national standards. However, no information was available that indicates the information encoded nor whether it supports rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners.

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

Applicable Guidelines for the Vehicle Data System

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

Meets Advisory Ideal

The vehicle system uses real-time interactive retrieval and transmission of data to and from the National Motor Vehicle Title Information System (NMVTIS).

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All Nebraska vehicle title transactions run an automated real-time NMVTIS query. System users do not have the capability to issue a vehicle title without a NMVTIS query.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska records all vehicle title brand information from NMVTIS. Vehicles that are currently titled in Nebraska are required to obtain an updated title when they are deemed to be salvaged, previously salvaged, flood damaged, a taxi, a previous taxi, a limousine, a previous limousine, a reconstructed vehicle, a replica vehicle, or are subject to a manufacturer buyback.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State participates fully in the Performance and Registration Information Systems Management (PRISM) Program.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

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

Partially Meets Advisory Ideal

It does not appear that the vehicle system has a data dictionary, per se, but the system reportedly contains a definition within each data field and edits as appropriate.

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

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

Partially Meets Advisory Ideal

The Nebraska vehicle system is reported to be supported by data field edit checks within the software that notify users if unvalidated data are entered. However, there is no formal documentation of the edit check values.

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

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

Partially Meets Advisory Ideal

There is no formal documentation, but the guidance for system users is documented within the system through the use of "help" topics. While this is beneficial for individual system users, on a topic-by-topic basis, a Policy and Procedure Manual can provide the basis for training and form development, be a one-stop document to ensure that each legislative session's updates are included in the Section, provide a starting place for developers should an update or system replacement be necessary, and generally, provide a means to discuss best practices and continuous improvement. Formal documentation also allows discussion of procedures to ensure that understanding of each procedure is uniform and that employees and technical staff are aligned on policy and priorities.

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

Procedures and Process Flows for the Vehicle Data System

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

Meets Advisory Ideal

Nebraska does not have process flows; however, a very brief description of a process was available. Data process flows may be time-consuming and seemingly extraneous when dealing with a large effective computer-driven process, but their development does allow for review and discussion of procedures and steps in each process that the Division undertakes when registering or titling a vehicle. Such an undertaking helps to ensure that processes are uniform, that understanding of proper procedures is clear throughout the Division, and that there are no duplicate

or extra steps taken in any process. They can be an effective part of a continuous improvement process for any section of the Division, and they make a great resource for new employees. Development of process flows can also help to note the times needed for each step in each process.

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

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

Meets Advisory Ideal

The Nebraska vehicle system flags vehicle records to identify vehicles reported as stolen to law enforcement authorities. The stolen vehicle record flag limits transactions available to any user who accesses the vehicle record.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska vehicle records containing a stolen vehicle flag are updated when the vehicle is reported recovered. The stolen vehicle flag is resolved before any junk vehicle title is issued.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All brands on out-of-State titles or reported through NMVTIS are carried forward on Nebraska-issued titles.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have formal documentation of processes or procedures for titling and registration. It appears that the State relies on the Help functions that are built into its data system for this documentation.

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

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

Does Not Meet Advisory Ideal

The Nebraska vehicle system is not supported by a process flow annotated to show the time required to complete each step in the vehicle title or registration processes.

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

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

Does Not Meet Advisory Ideal

The Nebraska vehicle system is not supported by documentation of normal vehicle and title process flows. Consequently, there is also no alternative data flow and timeline documentation.

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

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

Partially Meets Advisory Ideal

There are no process flow documents. The ability to include error handling and correction or alternative data flows demonstrates the value of separate documentation for new employees or for training purposes outside of the "help" functions within the system. There is an ability to add indicators to records to stop transactions or generate letters to vehicle owners.

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

Vehicle Data System Interface with Other Traffic Record System Components

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

Partially Meets Advisory Ideal

The driver and vehicle files are in separate systems at this time. The vehicle system contains a copy of key data elements from the driver file to be used to populate the owner's name and address by entering the driver license number.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska vehicle records utilize the same demographic data conventions as utilized in the driver system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

When discrepancies are identified and reported to the DMV during data entry in the crash data system, the subject vehicle record is flagged for correction or for the issuance of a corrected

vehicle title.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Vehicle Data System

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

Meets Advisory Ideal

Nebraska vehicle system transactions are processed in real-time.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Nebraska vehicle system is supported by automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska vehicle system users are able to amend obvious transaction errors and omissions for quality control purposes.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has no timeliness measures for the data in its vehicle system. A realistic measure of timeliness for the vehicle system would be: The percentage of vehicle record updates entered into the database within ten days (or whatever number the State chooses) of the critical status change.

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

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

Does Not Meet Advisory Ideal

The State has no accuracy measures. A potential accuracy measure might be: The percentage of vehicle records with no errors in critical vehicle data elements.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has no completeness data measures, but indicates that a transaction may not be completed if all required data are not present. A measure would be: The percentage of vehicle records with no missing critical data elements.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no uniformity measures for the vehicle database. A uniformity measure might be: The number of standards-compliant data elements entered into the vehicle database or that are linked to another system or file.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no integration measures. An integration measure might be: The percentage of appropriate records in the vehicle database that are linked to another system or file.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no accessibility measures for the vehicle database. An example of an appropriate measure might be: The percentage of requests for data from the vehicle database that are met within 15 days (or an appropriate timeframe for the State).

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Without measures, it is unlikely that the State has numeric goals for its vehicle database. Once a set of measures is developed to keep track of the various aspects of data quality: timeliness, accuracy, completeness, uniformity, accessibility and integration, goals can be set. Then measures should be taken at set intervals: quarterly, bi-monthly, or at some timeframe that works for the State. This helps to ensure that the system is working as expected and that no aspect of the data has

degraded unexpectedly. Such measures are also a good means of determining the best places to spend grant funding or excess year-end operating funds to improve technology within the State Traffic Records System.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not use detection of high-frequency errors to update training content or data collection manuals. Unfortunately, the State does not keep such documentation but keeps all its documentation within the system. Having such documentation separate from the system can help to ensure that the system itself remains in sync with the latest legislation and newest procedures and federal guidelines, rather than merely with technological advances. Additionally, the development of such a program would enable the State to identify issues with software or training and to coordinate the resolution of issues between developers, programmers, and users.

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

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

Does Not Meet Advisory Ideal

The State does not conduct sample-based audits. Such audits are helpful in determining if any branch offices are operating out of procedure. This occasionally happens with staffing changes, legislative changes, or misreading of new policy. Sample-based audits are a quick and convenient way to ensure uniformity and prevent finding that accuracy has degraded unnecessarily.

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

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

Does Not Meet Advisory Ideal

The Nebraska vehicle system is not supported by periodic comparative and trend analyses to identify unexplained differences in the data across years and jurisdictions within the State. A program for such an analysis can aid managers to plan for workload and personnel needs to meet future public service demands.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Data quality feedback from users is not regularly reported to data collectors and managers. It's not clear whether this is due to the fact that the Division does not seek out and collect data quality

feedback or that it merely does not provide any feedback it receives to its data collectors. One of the benefits of collaboration with other members of the Traffic Records Coordinating Committee (TRCC) is open discussion of data needs and feedback about data quality from other component system collectors and users. Occasionally, data system managers will learn that others within the Traffic Records System have valid uses for data elements found in the vehicle system within their own data systems, but don't have the correct connections to share how that data might be acquired or shared or the reasons therefor. Sometimes minor tweaks to the data collected could make it more useful to other users within the system as well. Sometimes aspects of the data change (due to legislative changes or computer system redesign) and users do not understand why. This is one reason for open collaboration within the TRCC and for the development of a traffic records inventory. It is also the reason that sharing feedback is vital.

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

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

Does Not Meet Advisory Ideal

Data quality management reports for the vehicle system are not shared with the TRCC for regular review. Collaboration and cooperation between data managers, collectors and users is essential for the optimal functioning and use of traffic safety data. Sharing and knowledge of the available data are major functions of the TRCC, as is the awarding of grant funding for the various systems. There can be a variety of uses for data from all the component systems, including fraud prevention, other law enforcement uses, demographic and financial trending, among other things. Vehicle size, for example, is known to impact the rate and severity of pedestrian and bicycle crashes. All of these things make use of traffic records data and can be used in keeping our roadways as safe as we can make them. The TRCC is one way to use that potential to our best advantage.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

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

Meets Advisory Ideal

All of Nebraska's roadways are located on a compatible location referencing system (LRS), with the exception of a very small percentage of road miles that are under local jurisdiction. Nebraska has handled those, as well, with logical groupings.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has roadway elements and traffic data located on a single LRS.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska has it's Integrated Highway Inventory (IHI) mainframe system. It allows the State to link roadway and traffic elements. Bridge information comes from the National Bridge Inspection Standard (NBIS) database. All tables are replicated to SQL data warehouses, which adds additional support for accessibility and linkages between other data systems.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All of Nebraska's crashes are located using the States GIS script to add the route ID and reference post using the lat/long in the crash database. The only exception to this are the local roads in Lincoln and Omaha as well as some interchange ramps.

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

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

Meets Advisory Ideal

The crash data are integrated into Nebraska's AASHTOWare Safety software which is used to identify safety improvement opportunities, such as an analysis for paved shoulder and curve-related crashes.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

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

Partially Meets Advisory Ideal

Nebraska has collected 27 of the 36 Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE). There are some gaps in the remaining nine FDEs.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska has 50 additional MIRE elements collected for the entire State, but some are missing

information from the Lincoln and Omaha localities. The definitions or listing of which elements were collected for all public roads or just the State (for the 40 that are missing the information from Lincoln and Omaha) were unavailable.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

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

Partially Meets Advisory Ideal

Nebraska has the majority of the MIRE FDEs contained in a MIRE Compliance Document, which acts as a data dictionary. Work is underway through Nebraska's Data Governance structure to incorporate the MIRE elements into a single, enterprise data dictionary.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

No data dictionary or reference to a data dictionary was available for the non-MIRE FDEs that are collected by the State.

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

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

Partially Meets Advisory Ideal

Nebraska collects all local data for its IHI system rather than importing local data and nearly all 80 MIRE elements are collected for local roads, with exceptions that are noted. However, it is still unclear how well the local roadway data elements conform to Nebraska's data dictionary and whether Nebraska manages roadway data for any tribal roadways within its State boundary.

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

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

Partially Meets Advisory Ideal

There are no formal documents, but the dictionary is updated when new elements are added, removed, or changed by the Nebraska Department of Transportation (NDOT) Information Technology (IT) department. The Nebraska Traffic Monitoring System (TMS) Documentation provides the steps. Nebraska should consider formally documenting the process and, more importantly, incorporating that process into enterprise data governance. It is commendable that Nebraska has an active Data Governance structure and, through its Data Governance program,

work is underway on a singular, enterprise data dictionary for all roadway data.

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

Procedures and Process Flows for the Roadway Data System

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

Does Not Meet Advisory Ideal

The State does not have any documentation showing the steps for incorporating data into the roadway information system. The State has indicated that they need to engage the IT department in order to add new tables into their IHI environment.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The Mainframe IHI Data Maintenance document which provides information on how to add or update information in the system.

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

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

Meets Advisory Ideal

The State does not have any formal documents on archiving or accessing historical data. However no historical data are deleted and the State has been using the same system for decades. All records are currently in the same database.

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

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

Meets Advisory Ideal

The State collects all data for the local system using the same procedures that they use to collect the State-owned data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State collects all roadway data and therefore it is compatible with the State's system.

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

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

Meets Advisory Ideal

Nebraska has demonstrated well-defined instructions to enter data into the IHI system, which presumably ties back to the statewide roadway inventory data dictionary. However, it is not clear whether a roadway inventory data dictionary exists as a stand-alone document or if it is primary coded as rules in IHI and the database.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

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

Meets Advisory Ideal

Nebraska has a single LRS which consists of a Route ID number, beginning and ending reference points, and a log mile. Other systems use the IHI or the LRS to map their data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State traffic data are linked to the roadway data within the IHI database.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska uses a single LRS for all roadways.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Nebraska enters all data directly and provides an OnBase tool for local agency review. There are no interfaces currently available between IHI and local agency systems. The State does not receive information directly from local agencies as they collect all the data themselves.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The Nebraska Department of Transportation does not allow Metropolitan Planning Organizations (MPO) or local entities on-demand access to data. They will provide data by request.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Roadway Data System

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

Meets Advisory Ideal

The State runs reports multiple times a year and the Mainframe IHI Data Maintenance document has a page about the error reports. It indicates the reports are run around January, March, and September.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State has no formal program for error/edit checking.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska has demonstrated a process to address errors and data quality issues through a prioritized workflow. This is valuable, but it is limited in scope for taking full advantage of the IHI LRS for enterprise data integration and analysis.

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

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

Partially Meets Advisory Ideal

The data collectors receive the table edit reports and are required to correct their own errors. However, no documentation of the process was available for review.

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

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

Meets Advisory Ideal

The State's timeliness performance measures include measures on traffic counts, location coding of crash events, and file updates for construction projects.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State has provided an accuracy performance measure with a goal of 100% error-free.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State's completeness performance measures include the percentage of traffic data based on actual counts, public roadways listed in inventory, and known roadways listed in the LRS.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

While the State has established a uniformity measure, it is unclear how this is actually measured and how it is utilized.

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

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

Partially Meets Advisory Ideal

The State has documented accessibility performance measures for the roadway inventory system, including targets and actual values. It is not clear how well the Pavement Optimization Program (POP) and the data warehouse support the tailored needs of data managers and data users, including integration with other roadway information systems and access by local agencies.

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

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

Meets Advisory Ideal

The State has established an integration performance measure of roadway data integrated with crash and citation systems to populate at the time of crash or citation. Currently the measure is zero percent with the goal of 100%.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State's numeric goals are provided in the Traffic Records Strategic Plan (TRSP), titled Traffic Records System Plan.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not provide roadway data quality management reports to the TRCC.

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

Description and Contents of the Citation and Adjudication Data Systems

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

Does Not Meet Advisory Ideal

The State does not use citation and adjudication data for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes. It is suggested the State explore the possibility.

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

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

Meets Advisory Ideal

The Administrative Office of the Courts and Probation (AOCP) assigns unique two letter prefixes for citations to each agency, both for paper and electronic citations. These are to be followed by up to a seven-digit number uniquely applied to the citation. The AOCP is the statewide authority that assigns unique citation numbers.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Dispositions for all criminal and traffic cases are transmitted to the Nebraska Crime Commission through the Nebraska Criminal Justice Information System (NCJIS) and the Nebraska State Patrol for criminal history uses and for further forwarding to federal partners. Additionally, traffic citations that are disposed within JUSTICE, the trial court case management system, are sent via abstract to the Department of Motor Vehicles (DMV). It is unclear if all citation dispositions, both within and outside the judicial branch, are tracked by a statewide citation tracking system. JUSTICE receives citations transmitted to the courts for prosecution and those citations that are declined in the NCJIS.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

It appears that dispositions on traffic cases are tracked nightly, via abstract, from JUSTICE to the DMV. Dispositions are also sent to the NCJIS at the Nebraska Crime Commission. Amended abstracts from JUSTICE created upon appeal or post-disposition updates to the case are provided to DMV's Driver Registry system.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The JUSTICE system is interoperable among all jurisdictions within the State. However, it does not include Tribal Court system data. It is suggested the State explore the possibility for Tribal Courts use of the case management system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

In the State of Nebraska, criminal history records are held and managed in the Patrol Criminal History (PCH) system, managed by the Nebraska State Patrol. Both this and driver histories are made available through the Message Switch and through NCJIS, managed by the Nebraska Crime Commission. This system has an interface which allows queries and displays real-time information from the PCH.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Agencies within law enforcement as well as parole, probation, and courts have access to the real-time information on driver records and criminal histories.

Change Notes: Rating Unchanged.

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

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

Does Not Meet Advisory Ideal

It does not appear the State is reporting DUI convictions and traffic-related felonies in accordance with the Uniform Crime Reporting (UCR) guidelines. The UCR program indicates the use of a statewide statute file used by all agencies. Information related to the reporting of DUI or other traffic-related felonies to the UCR program or adherence from local agencies to the reporting requirement was not available.

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

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

Does Not Meet Advisory Ideal

It is unclear if appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines.

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

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

Partially Meets Advisory Ideal

It is unclear if the AOCP and JUSTICE use the National Center for State Courts (NCSC) guidelines for court records. The AOCP utilizes JUSTICE reports to submit data to the National Center for State Courts, in adherence to these guidelines.

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

Data Dictionary for the Citation and Adjudication Data Systems

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

Meets Advisory Ideal

The citation tracking system does have a data dictionary with all fields well documented. The Nebraska Crime Commission houses the State's citation data and the data dictionary is made available to the public on a website.

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

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

Does Not Meet Advisory Ideal

The JUSTICE case management system does not have a data dictionary. However, the AOCP IT Division is beginning a process to assess the JUSTICE system in its entirety and plan for replacement, which would involve documentation of system and a data dictionary may be compiled in the future for accessibility and migration.

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

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

Does Not Meet Advisory Ideal

There are no citation data dictionaries that would clearly define all data fields.

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

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

Does Not Meet Advisory Ideal

The JUSTICE case management system has a data dictionary that clearly defines all data fields.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The citation systems does not have data dictionaries. It is suggested the State develop strategies to identify when the citation system's data dictionary, field data collection manual, coding manuals, corresponding reports will be updated and describe the processes used to ensure they remain consistent with each other.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The citation systems does not have data dictionaries.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The JUSTICE case management system does not have a data dictionary.

Change Notes: Rating Unchanged.

Procedures and Process Flows for the Citation and Adjudication Data Systems

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

Meets Advisory Ideal

The State does track citations from point of issuance to posting on the driver file. The State has established processes to move a citation from the point of issuance (law enforcement via TraCS or manual process) to the Courts and DMV, as well as other tracking systems.

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

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

Partially Meets Advisory Ideal

Through JUSTICE, it was reported that the State is able distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances. However, it is unclear how the State distinguishes between such cases.

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

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

Meets Advisory Ideal

It appears the State can track administrative penalties and sanctions through the DMV's driver

system. For example: Sworn report data are updated into a systems workfile, then the workfile tracks any updates and posts the license revocation within 15 days from arrest date.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Citations can be linked to Juvenile cases because Nebraska Revised Statutes (NRS) 43-286(7) requires the courts to transmit an abstract of the court record of adjudication for all traffic offenses. These cases are maintained on the drivers abstract. However, it is unclear if the State does track citations for juvenile offenders.

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

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

Does Not Meet Advisory Ideal

The State does not support the tracking of deferrals and dismissals in the court case management system or on the driver history record (DHR) to ensure subsequent repeat offenses are not viewed as first offenses.

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

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

Does Not Meet Advisory Ideal

It does not appear the State has local criteria for deferring or dismissing traffic citations and charges.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The State does have processes for retaining, archiving, or purging citation records, as documented in the AOCP Driver Record Retention Schedule. A purge of citation records meeting the retention guidelines is processed annually.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The JUSTICE system does have Internal User ID Authority Rules in place; however, no

documentation of the protocols and security measures that are used was available for review.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The State has an incomplete impaired driving data tracking system because full citation data are not available.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska does not have a comprehensive impaired driving data tracking system. The State is collecting BAC and testing results within the JUSTICE and DMV systems.

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

Citation and Adjudication Systems Interface with Other Components

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

Does Not Meet Advisory Ideal

There is no interface between the citation and driver systems to use information on a driver record to assist in determining appropriate charges.

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

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

Does Not Meet Advisory Ideal

There is no interface between the citation and vehicle systems to use information on a vehicle record at the time a citation is being issued.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The citation system does not interface with the crash system to document violations and charges related to the crash.

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

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

Meets Advisory Ideal

The adjudication system does interface with the driver system to post dispositions to the driver file. The JUSTICE system electronically sends court convictions to the driver history record, based on the driver identifying information retrieved from the license barcode which includes the license number and name. That identifier is used to update the correct driver history with the conviction.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The JUSTICE system does not interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision).

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The JUSTICE system does not interface with the crash system to document violations and charges related to the crash.

Change Notes: Rating Unchanged.

Quality Control Programs for the Citation and Adjudication Systems

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

Does Not Meet Advisory Ideal

There are no timeliness performance measures tailored to the needs of citation systems managers and data users.

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

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

Does Not Meet Advisory Ideal

There are no accuracy performance measures tailored to the needs of citation systems managers and data users.

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

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

Does Not Meet Advisory Ideal

There are no completeness performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no uniformity performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no integration performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no accessibility performance measures tailored to the needs of citation systems managers and data users.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have established numeric goals-performance metrics-for each citation system performance measure because there are no established measures.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

There are timeliness performance measures built into the adjudication system. For County Court Criminal, Misdemeanor, and Traffic cases: 90% of cases are to be disposed of within three months, 95% of cases are to be disposed of within six months, and 99% of cases are to be disposed of within nine months per Supreme Court Progression Standards. It is unclear if those measures are tracked or formalized in a data quality management plan or a Strategic Plan.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no accuracy performance measures tailored to the needs of adjudication systems managers and data users. An example of accuracy would be the percentage of records with the proper license number.

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

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

Does Not Meet Advisory Ideal

There are no completeness performance measures tailored to the needs of adjudication systems managers and data users. Performance measures include metrics with a baseline and quantifiable outcomes, but such metrics are not validation rules and required fields.

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

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

Does Not Meet Advisory Ideal

There are no uniformity performance measures tailored to the needs of adjudication systems managers and data users. Performance measures include metrics with a baseline and quantifiable outcomes and are not directives to require a certain type of submission.

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

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

Does Not Meet Advisory Ideal

There are no integration performance measures tailored to the needs of adjudication systems managers and data users. An example of a performance measure for integration may be the percentage of filings from a different system capable of submitting cases to the adjudication system.

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

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

Does Not Meet Advisory Ideal

There are no accessibility performance measures tailored to the needs of adjudication systems managers and data users. A possible performance measure for accessibility could be tracking the number of users or agencies who have access to records.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have established numeric goals-performance metrics-for each adjudication system performance measure.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not have performance measures for a DUI Tracking system.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Although, audits are performed annually for procedure, there was no indication that sample-based audits are performed for database content on records.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Data quality management reports are not provided to the TRCC for regular review.

Change Notes: Rating Unchanged.

Injury Surveillance System

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

Meets Advisory Ideal

The Nebraska Department of Health and Human Services (DHHS) Office of Injury Surveillance used the Crash Outcome Data Evaluation System (CODES) program to develop a report to quantify the burden of motor vehicle crashes. The report is being updated with more recent data.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Nebraska maintains a traumatic brain injury (TBI) registry in addition to the traffic records system injury surveillance systems.

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

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

Meets Advisory Ideal

Nebraska's privacy laws allow for the use of health data to support data analysis activities that further public health purposes. This includes EMS, trauma, and hospital (Emergency Department (ED), inpatient) data. The level of release is dependent upon the recipient. Only aggregate data can be released to the public, but DHHS can use identifiable data to perform data linkage for the CODES project.

Change Notes: Rating Unchanged.

Emergency Medical Systems (EMS) Description and Contents

240. ***Is there a statewide EMS database?***

Meets Advisory Ideal

Nebraska's statewide EMS database is compliant with the NEMSIS V3.4 in accordance with Nebraska Regulation Title 172 NAC 12 section 009.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The EMS data system collects the elements necessary to track the frequency, severity, and nature of injury.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

It is reported that the EMS data system is used to identify problems, evaluate programs, and allocate resources. The DHHS has developed a semi-annual quality assessment report. It is unclear if the EMS data system has been used in regards to traffic safety.

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

EMS – Guidelines

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

Meets Advisory Ideal

Nebraska's statewide EMS database is compliant with the NEMSIS V3.4 in accordance with Nebraska Regulation Title 172 NAC 12 section 009.01(B).

Change Notes: Rating Unchanged.

EMS – Data Dictionary

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

Meets Advisory Ideal

The EMS database has a formal dictionary.

Change Notes: Rating Unchanged.

EMS – Procedures & Processes

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

Meets Advisory Ideal

The DHHS Office of Emergency Health Systems is responsible for collecting and compiling data from local EMS agencies.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The EMS Practice Act section 38-12258(2)(b) allows release of case-specific data to approved researchers for specific research projects. Requestors must submit a formal request to the Office of Public Record at the Nebraska DHHS.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Procedures are in place for submitting all EMS records. Agencies are responsible for submitting data within 72 hours of completion of an incident.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

All records are accepted into the system. Validation rules run at the time of data entry and will flag erroneous or missing data. The record will remain tagged as having errors until corrected.

Change Notes: Rating Unchanged.

EMS – Quality Control

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

Meets Advisory Ideal

The EMS data system has automated, built-in data checks and validation rules.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

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

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska statute requires EMS runs be submitted within 72 hours. The Office of Emergency Health Systems tracks all runs that exceed this requirement, but a performance measure has not been established. A table was created tracking the percent of runs exceeding 72 hours. It is not clear if the table is a standard activity used to track the progress of the EMS system.

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

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

Does Not Meet Advisory Ideal

Having accuracy requirements is not the same as having accuracy performance measures. An example performance measure could be the percent of runs meeting the accuracy standard.

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

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

Partially Meets Advisory Ideal

The EMS system uses the percentage of records with complete data for key linking fields, such as demographics, injury information, transport times, and patient disposition, as its completeness performance measures. Reports showing the completeness levels from 2022 and 2023 are available. While these reports provide useful information, they do not set a threshold for which to measure performance against.

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

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

Does Not Meet Advisory Ideal

Data are required to be submitted in a standardized format which ensures uniformity. However, the State does not employ uniformity performance measures. Performance measures include baseline and goal metrics, timeframes, and specific measurable data points. They are used to evaluate a data system over time, to identify unforeseen circumstances affecting the data system, and to ensure ongoing improvement.

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

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

Meets Advisory Ideal

The State does not employ integration measures for the EMS data. It is suggested that as the State conducts the 2021 CODES linkage, it sets numeric integration goals (expected number of links between crash and EMS). The State can measure actual linkage against the goal and set a baseline for future linkages.

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

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

Does Not Meet Advisory Ideal

Accessibility performance measures for the EMS data system were not available.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Numeric performance goals have not been established for the EMS data system.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The DHHS Injury Team has created an EMS data quality report. Data quality control checks are conducted for timeliness, completeness for key linking/CODES variables, and accuracy.

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

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

Partially Meets Advisory Ideal

Trend analyses have been conducted to track changes in specific types of encounters over time. It is not clear if this is a standard activity.

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

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

Meets Advisory Ideal

Data quality feedback is provided by the DHHS Injury Team.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The DHHS Office of Emergency Health Systems has developed data quality management reports that are in the verification stage with an expected release date of May 2025. In prior years, DHHS developed reports that were shared with the Highway Safety Office, but a number of issues put that on hold. The State expects to resume CODES Advisory meetings once the 2021 CODES data are linked and the data quality management reports are ready. It is evident a report exists and in the recent past, sharing the reports was a regular occurrence.

Change Notes: Rating Unchanged.

Emergency Department - System Description

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

Meets Advisory Ideal

The DHHS Division of Public Health maintains the statewide emergency department database through a contract with the Nebraska Hospital Association (NHA).

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The emergency department database contains the information necessary to track the frequency, severity, and nature of injuries. Since the development of the CODES management report from 2020, it is unclear if this activity has continued.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The emergency department database has been incorporated into the CODES linkage. It is unclear if it has been used for problem identification, program evaluations, or to allocate resources since the 2020 CODES Management Report.

Change Notes: Rating Unchanged.

Emergency Department – Data Dictionary

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

Meets Advisory Ideal

The NHA maintains an Outpatient Data Dictionary (for use with the NHA Outpatient Database).

Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

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

Meets Advisory Ideal

The NHA is responsible for compiling the emergency department database.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Aggregate emergency department data can be requested through the DHHS Public Record Office and provided if approved by the Division of Public Health.

Change Notes: Rating Unchanged.

Hospital Discharge – System Description

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

Meets Advisory Ideal

Nebraska has a statewide inpatient database maintained by the DHHS Division of Public Health through a contract with the NHA.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

The hospital discharge database contains the information necessary to track the frequency, severity, and nature of injuries. It is unclear if it is used to track motor vehicle crash trends. Since the development of the CODES management report from 2020, it is unclear if this activity has continued.

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

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

Does Not Meet Advisory Ideal

The hospital discharge data can be used to identify problems, evaluate programs, and allocate resources. However, it is unclear if this has continued since the development of the 2020 CODES Management Report.

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

Hospital Discharge – Data Dictionary

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

Meets Advisory Ideal

The NHA maintains an Inpatient Data Dictionary.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

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

Meets Advisory Ideal

The NHA is responsible for compiling and maintaining the hospital discharge database.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

Aggregate hospital discharge data can be requested through the DHHS Public Record Office and provided if approved by the Division of Public Health.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Guidelines

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

Does Not Meet Advisory Ideal

Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) are not derived from the State's hospital data.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes

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

Meets Advisory Ideal

On behalf of the Nebraska Hospital Association, the Iowa Hospital Association (IHA) data management vendor collects, error-checks, and submits the hospital data to the statewide repository.

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

Emergency Department and Hospital Discharge – Quality Control

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

Meets Advisory Ideal

The IHA checks specific data elements related to patient demographics, length of stay, charges, and the federal identifier. If the vendor finds incorrect information related to the specific data elements or if the format of the file is incorrect, the NHA requests that the hospital regenerates the file.

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

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

Meets Advisory Ideal

The NHA is the entity responsible for collecting and processing the hospital databases. The NHA receives live claims files directly from the hospitals trading partner or clearinghouse. If a claim needs to be corrected for billing purposes, the hospital will resubmit the claim with corrected data. "Rebilled" claims go through a de-duplication process to find bills with multiple submissions; the most recent complete bill is retained as the corrected information. The resubmission of correct and updated data overrides the need for the NHA to "send back" data to the submitting entity.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Hospital data are submitted according to a quarterly schedule. Having a submission schedule is not the same as having timeliness performance measures. A performance measure is a tool used to gauge the performance of a specific system in one of the six core areas. Example timeliness measures would be the percent of hospitals submitting files on time or the median number of days past the end of a quarter for a file to be submitted.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

A data accuracy report and report cards are generated for each facility; however, example accuracy performance measures were not available for review.

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

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

Does Not Meet Advisory Ideal

A data quality report and report card measuring accuracy and completeness are created for each facility. Examples of completeness performance measures were not available for review.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

A uniformity performance measure has not been established.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The State does not employ integration measures for the hospital data. It is suggested that as the State conducts the 2021 CODES linkage, it sets numeric integration goals (expected number of links between crash and ED, crash and inpatient based on E-code, injury scale on crash report, etc., or other factors that would indicate a succcessful record linkage). The State can measure actual linkage against the goal and set a baseline for future linkages.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no accessibility performance measures for the hospital data.

Change Notes: Rating Unchanged.

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

Partially Meets Advisory Ideal

Nebraska has established a goal of 100% complete N-Codes and E-Codes for the hospital data. Metrics for other data quality areas were not available for review.

Change Notes: Rating Unchanged.

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

Meets Advisory Ideal

The DHHS Office of Injury Surveillance has created a quality assessment report card for each facility.

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

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

Meets Advisory Ideal

As key users of the injury surveillance data, the DHHS Office of Injury Surveillance provides feedback to the NHA through regular meetings and presentations.

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

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

Partially Meets Advisory Ideal

Data quality reports focusing on E-code and injury diagnosis are produced. Historically, the reports were shared with the State TRCC until an unknown time. New personnel within the DHHS Office of Injury Surveillance plans to resume the data quality reports and sharing them with the TRCC in the next fiscal year.

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

Trauma Registry – System Description

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

Meets Advisory Ideal

The Nebraska Statewide Trauma Systems Act established the statewide trauma registry.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

The trauma registry provides the ability to track the frequency, severity, and nature of injury for motor vehicle crashes. It is unclear if it is being used to do so.

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

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

Does Not Meet Advisory Ideal

The staff member responsible for producing reports for program evaluation, identifying problems, and allocating resources has temporarily moved to other projects.

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

Trauma Registry – Guidelines

291. ***Does the State's trauma registry database adhere to the National Trauma Data Standards?***

Meets Advisory Ideal

The trauma registry has a data dictionary that adheres to the National Trauma Data Standard.

Change Notes: Rating Unchanged.

292. ***Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?***

Meets Advisory Ideal

AIS and ISS are calculated automatically by the trauma data collection system.

Change Notes: Rating Unchanged.

Trauma Registry – Data Dictionary

293. ***Does the trauma registry have a formal data dictionary?***

Meets Advisory Ideal

The State maintains a formal data dictionary as required by Regulation - the Nebraska Trauma Registry Data Dictionary 2019-Revised 2021.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

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

Meets Advisory Ideal

Aggregate trauma registry data are available to outside parties for analytical purposes through a data request and approval process.

Change Notes: Rating Unchanged.

295. ***Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?***

Does Not Meet Advisory Ideal

The data entry software for the trauma registry has validation and error checks. It is unclear if records are rejected and returned to submitting hospitals or if all records, even those with errors, are accepted into the database.

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

Trauma Registry – Quality Control

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

Meets Advisory Ideal

The trauma registry data entry software has automated validation and error checks.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Accuracy reviews and data quality reports are run on the trauma registry database. Timeliness performance measures have not been established.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Accuracy reviews and data quality reports are run on the trauma registry database. Accuracy performance measures have not been established.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Having completeness rules is not the same as having completeness performance measures. A performance measure is a tool used to gauge the performance of a specific system in one of the six core areas. An example completeness performance measure would be the percent of records with complete data on key fields.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Having required measures is not the same as having uniformity performance measures. Uniformity performance measures have not been established.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

There are no integration performance measures for the trauma registry database.

Change Notes: Rating Unchanged.

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

Does Not Meet Advisory Ideal

Trauma registry data quality reports are accessible. An accessibility performance measure for the trauma registry database has not been established.

Change Notes: Rating Unchanged.

303. ***Has the State established numeric goals-performance metrics-for each trauma registry performance measure?***

Does Not Meet Advisory Ideal

Reviews are conducted to ensure completeness and accuracy. Numeric goals have not been established.

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

304. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?***

Does Not Meet Advisory Ideal

It is unclear if quality control reviews are conducted to ensure the completeness, accuracy, and uniformity of the trauma data.

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

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

Meets Advisory Ideal

Feedback on the trauma registry database is provided by the Trauma Data Committee and solicited at the annual Trauma Nurse Coordinator Training Day.

Change Notes: Rating Unchanged.

306. ***Are trauma registry data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Trauma registry data quality reports are not shared with the TRCC.

Change Notes: Rating Unchanged.

Vital Records – System Description

307. ***Is there a statewide vital records database?***

Meets Advisory Ideal

Nebraska has a vital records database.

Change Notes: Rating Unchanged.

308. ***Does the vital records data track the occurrence of motor vehicle fatalities in the State?***

Does Not Meet Advisory Ideal

The vital records database contains the information necessary to track the frequency, severity, and nature of injuries. Beyond the CODES Management Report from 2020, it is unclear if such an analysis continues.

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

309. ***Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Does Not Meet Advisory Ideal

The vital records database has been incorporated into the CODES data set and used in the 2020 CODES Management Report; however, it is unclear if such an analysis continues.

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

Vital Records – Data Dictionary

310. ***Does the vital records system have a formal data dictionary?***

Meets Advisory Ideal

The State maintains a Death Record Layout data dictionary.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

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

Meets Advisory Ideal

Aggregate vital records data are available to outside parties for analytical purposes. Data requests must go through the DHHS Public Records or it can be extracted from the public-facing dashboard.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

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

Meets Advisory Ideal

There are automated edit checks and validation rules applied to the vital records data at the point of entry. Included in the checks and rules are spell checker and abbreviation replacer, and edit checks are applied to cause/age/gender. If the mobile application is used to be medically certified, then VIEWS, a validation check software developed by the National Center for Health Statistics (NCHS), is used. Data submitted to NCHS must meet NCHS standards.

Change Notes: Rating Unchanged.

313. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?***

Meets Advisory Ideal

A quality review of each submitted death record is conducted by the Nosologist. If questionable or incomplete, the data are either sent back to the provider or rejected.

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

314. ***Are vital records data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

Data quality management reports for the vital records database are not produced.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

315. ***Is there an interface among the EMS data and emergency department and hospital discharge data?***

Does Not Meet Advisory Ideal

There is not an interface between the EMS and emergency department and hospital discharge systems.

Change Notes: Rating Unchanged.

316. ***Is there an interface between the EMS data and the trauma registry data?***

Partially Meets Advisory Ideal

The trauma registry has the ability to import EMS records; while useful, this is not an interface.

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

Data Use and Integration

317. Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?

Partially Meets Advisory Ideal

Behavioral program managers have access to crash data via the Nebraska Department of Transportation (NDOT) website. Managers also can access an online crash data repository that provides factsheets on a variety of topics as well as daily and monthly fatality counts. Due to transitioning to a new crash database in 2021, program managers have had reduced access. It is unclear if program managers have access to data from other traffic records systems, specifically injury surveillance data. The latest linkage of the Crash Outcome Data Evaluation System (CODES) data is 2020 and that report has not been updated.

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

318. Does the State have a data governance process?

Partially Meets Advisory Ideal

The NDOT has a documented, comprehensive data governance process addressing strategy, roles, and responsibilities, and a roadmap to achieve quality data. There is mention of "multiple sources - both internal and external" in that process, but specific information of other entities subject to data governance was not available.

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

319. Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?

Does Not Meet Advisory Ideal

It was reported that NDOT promotes data integration, but information about how that is accomplished was not available for review.

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

320. Is driver data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Nebraska does not integrate the driver data with the crash data. There is an interface by which the driver data are used to populate the driver portion of the crash data.

Change Notes: Rating Unchanged.

321. Is vehicle data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Nebraska does not integrate the vehicle data with the crash data. There is an interface in which the vehicle data are used to populate the vehicle portion of the crash data. The integration of data is the linking of two or more datasets based on common identifiers that is used for analysis. The linked data typically are historical, administrative data sets.

Change Notes: Rating Unchanged.

322. Is roadway data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

There is an interface between crash and roadway data, but a linkage or integration between the two systems has not been established.

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

323. Is citation and adjudication data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Nebraska does not integrate the citation and adjudication data with the crash data, though the Traffic Records Coordinating Committee (TRCC) and CODES team have discussed doing so in the future.

Change Notes: Rating Unchanged.

324. Is injury surveillance data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Nebraska has a CODES program that has linked crash, EMS, hospital discharge, and vital records databases in the past. It was reported that the linkage resumed with the 2021 data, but that is unclear.

Change Notes: Rating Unchanged.

325. Are there examples of data integration among crash and two or more of the other component systems?

Does Not Meet Advisory Ideal

Nebraska has a CODES program that has linked crash, EMS, hospital discharge, and vital records databases in the past. It was reported that the linkage resumed with the 2021 data, but that is unclear.

Change Notes: Rating Unchanged.

326. ***Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?***

Does Not Meet Advisory Ideal

The State does not link traffic records component systems *other than crash* for specific analytical purposes.

Change Notes: Rating Unchanged.

327. ***For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?***

Does Not Meet Advisory Ideal

Decision-makers have access to several data sources, but all resources are to a single data source. In 2020, the State transitioned to a new crash database, which put on hold the CODES project. The State has resumed the CODES project by linking the 2021 data. Based on the State's previous success with the CODES project, it is expected that Nebraska will again have robust integrated datasets in the future.

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

328. ***For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?***

Partially Meets Advisory Ideal

The public can request historical CODES data (through 2020) via the Department of Health and Human Services (DHHS) Office of Public Records; integrated reports may be performed on a by-request basis. The public has access to non-integrated data primarily.

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

Appendix B – Assessment Participants

State Highway Safety Office Representative(s)

Vicki Kramer
Nebraska Department of Transportation
Director

NHTSA Headquarters Coordinator

Beau Burdett
National Highway Traffic Safety Administration
Program Analyst, Traffic Records Team

State Assessment Coordinator(s)

Ashley Pick
Nebraska Department of Transportation
Traffic Records Coordinator - TRCC

NHTSA Regional Office Coordinator(s)

Aaron Bartlett
NHTSA
Highway Safety Specialist

Assessment Facilitator

Cindy Burch
Baltimore Metropolitan Council
Transportation Planner - Safety

Assessment Team Members

Michael Allen
Data Analytics Manager
LSU

Michael Archibeque
MA Strategies, LLC
Traffic Records Advisor

Debi Besser
Washington Traffic Safety Commission
Traffic Records Program Manager

Robert H Burroughs
Texas Department of Public Safety (retired)
Major (Retired)

Kelly Campbell
Idaho Transportation Department
Research Analyst, Principal

Larry Cook, Ph.D.
University of Utah School of Medicine
Director

Christopher Corea
Maryland State Police
Retired First Sergeant

Steven Parker
University of Wisconsin-Madison
Managing Director - TOPS Lab

Carrie Silcox
Utah Department of Public Safety
Director

Tracy Joyce Smith
SC Revenue and Fiscal Affairs Office
Risk and Compliance Manager

James E Stout Jr.
WYDOT
Highway Safety Program Supervisor

Ms. Joan Vecchi
Safety Consultant
owner

State and Local Respondents

The following State and Local staff assisted in the Assessment by providing responses to the Advisory criteria and questions.

Cathy Beedle
Department of Motor Vehicles
Motor Vehicle Interstate Registration Admin

Don Butler
NDOT
Highway Safety Administrator

Lou A Daugherty
Nebraska Department of Transportation
Chief Data Officer

Kris Fornoff
Nebraska Dept of Transportation
Crash Analysis Engineer

Betty Johnson
Department of Motor Vehicles
Administrator, Driver & Vehicle Records Division

William Kovarik
Nebraska Office of Highway Safety
Highway Safety Administrator

Lifeng Li
DHHS
Injury Epidemiology Surveillance Supervisor

Charlie Lucas
Nebraska State Patrol
IT Applications Developer

Walter Moy
Nebraska Dept of Transportation
Roadway Asset Management Engineer

Sean Owings
Nebraska Dept of Transportation
Highway Safety Data Systems Manager

Ashley Pick
Nebraska Department of Transportation
Traffic Records Coordinator - TRCC

Lee Quintard
Nebraska Department of Motor Vehicles
Motor Vehicle Program Manager I

Dustin Stewart
NDOT-HSO
Traffic Safety Specialist/DRE Coord

Casey Tribolet
Administrative Office of the Courts & Pr
IT Applications Supervisor

Ed Vierk
Nebraska Department of Justice
Assistant Attorney General/TSRP

Tim Wilson
Dept. of Health and Human Services
Program Director / State EMS Director

Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EDT	Electronic Data Transfer to NHTSA
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems

IRB	Institutional Review Board
ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SEDC	State Electronic Data Collection
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee

TRS	Traffic Records System
UCR	Uniform Crime Reports
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

AOCP	Administrative Office of the Courts and Probation
CDL	Commercial Driver License
CID	Crash Information Database
DHHS	Department of Health and Human Services
DHR	Driver History Record
DMV	Department of Motor Vehicles
eNARSIS	electronic Nebraska Ambulance Rescue Service Information System
HSO	Highway Safety Office
ID	Identification
IHA	Iowa Hospital Association
IHI	Integrated Highway Inventory
LRS	Linear Referencing System
NBIS	National Bridge Inspection Standard
NCJIS	Nebraska Criminal Justice Information System
NDOT	Nebraska Department of Transportation
NHA	Nebraska Hospital Association
NRS	Nebraska Revised Statutes
OCIO	Office of the Chief Information Officer
PCH	Patrol Criminal History
POP	Pavement Optimization Program
PRISM	Performance and Registration Information Systems Management
S2S	State-to-State
SPEXS	State Pointer Exchange Services
SSA	Social Security Administration
TBI	Traumatic Brain Injury
TMS	Traffic Monitoring System
TRSP	Traffic Records Strategic Plan
UNI	Unified Network Interface