

STATE OF NEBRASKA
PRIMARY SEAT BELT LAW FACT SHEET

COSTS:

- In 2010, the economic cost due to motor vehicle crashes in the U.S. was \$242 billion (in 2010 dollars).
 - Nebraska pays \$1.3 billion of these costs.
 - That is \$709 for every resident of Nebraska, each year.
 - About three quarters of the costs are paid by citizens not involved in the crashes.
- Crashes cost employers in the State \$257 million annually—\$260 per employee. (based on 2013 dollars)

PRIMARY SEAT BELT LAWS:

- In States with primary seat belt laws, law enforcement officers may stop a vehicle and issue a citation for a seat belt violation, even if this is the only violation officers notice. Officers in States with secondary seat belt laws may issue seat belt citations to motorists only after stopping the drivers for another violation.
- In States with secondary enforcement provisions, more than half the public 16 and older support primary enforcement of seat belt laws. In States with primary laws, support of primary enforcement is even higher at 73 percent. (MVOSS 2007)
- NHTSA estimates that if Nebraska were to pass a primary belt law, seat belt usage could increase by approximately 7 percentage points.
- With a primary law, Nebraska could save an estimated 12 lives, 220 serious injuries, and \$44 million in costs each year. (Based on a 6.7 percentage point increase from the 2016 seat belt use rate.)

USAGE DATA:

- 16.7 percent of Nebraskans—over 316,000 people—are still not buckling up.
- An estimated 75 lives were saved by seat belts in Nebraska in 2015, and 38 additional lives could have been saved with 100 percent seat belt use.

COMPARISON TO OTHER STATES:

	Nebraska	Iowa	Minnesota
Seat Belt Law	Secondary	Primary	Primary
2016 Observed Use Rate	83.3%	93.8%	93.2%

FATALITY DATA:

- In 2015, 186 vehicle occupants died while riding in cars and light trucks in Nebraska. Of these, 72 percent died while not wearing their seat belts compared to 48 percent nationwide. (2015 FARS Data)
- 70 percent (173/246) of the State's motor vehicle traffic fatalities occur in rural areas, and the fatality rate per 100 million vehicle miles traveled is higher in rural Nebraska than in urban areas. (2015 FARS Data)
- In 2015, 75 percent of nighttime passenger vehicle occupant fatalities in Nebraska were unrestrained compared to 57 percent of daytime passenger vehicle occupant fatalities. (2015 FARS Data)