State of Indiana
FY 2016
Highway Safety Plan

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Acronyms

Advanced Roadside Impaired Driving Enforcement	ARIDE	Indiana Department of Homeland Security	IDHS
Advocates Against Impaired Driving	AAID	Indiana Department of Transportation	IDOT
American Association of State Highway Transportation Officials	AASHTO	Indiana Office of Technology	IOT
American Bikers Aimed Toward Education	ABATE	Indiana State Coroners' Association	ISCA
Automated Reporting Information Exchange System	ARIES	Indiana State Department of Health	ISDH
Automotive Safety Program	ASP	Indiana State Police	ISP
Blood Alcohol Content	BAC	Indiana Supreme Court	SC
Bureau of Motor Vehicles	BMV	Indiana University	IU
Center for Road Safety	CRS	Law Enforcement Liaison	LEL
Click It or Ticket	CIOT	Law Enforcement Voucher and Enforcement	LOVE
Cops in Shops	CIS	National Emergency Medical Services Information System	NEMSIS
Crash Outcome Data Evaluation System	CODES	National Highway Safety Administration	NHTSA
Dangerous Driving Enforcement	DDE	Operation Pull Over	OPO
Drug Recognition Expert	DRE	Rural Demonstration Project	RDP
Electronic Citation and Warning System	eCWS	Standard Field Sobriety Test	SFST
Emergency Medical Services	EMS	State Highway Safety Office	SHSO
Federal Highway Administration	FHWA	Stop Underage Drinking	SUDS
Federal Motor Vehicle Carrier Safety Administration	FMCSA	Strategic Highway Safety Plan	SHSP
Governor's Council on Impaired and Dangerous Driving	Council	Students Against Destructive Decisions	SADD
Graduated Driver's Licensing	GDL	Traffic Records Coordinating Committee	TRCC
Gross Rating Point	GRP	Traffic Safety Division	TSD
High Visibility Enforcement	HVE		
Highway Safety Plan	HSP		
Indiana Criminal Justice Institute	ICJI		
Indiana Department of Education	IDOE		

Traffic Safety Division Mission Statement

Safer Hoosier Roadways at Every Turn

Executive Summary

The Indiana Criminal Justice Institute's (ICJI) Traffic Safety Division (TSD) manages federal funds allocated throughout the state that support programs designed to decrease the number of people injured or killed on Indiana roadways. For consistency, the Highway Safety Plan (HSP) will use ICJI when referring to traffic safety programs, budgets, and initiatives. ICJI remains dedicated to attaining Indiana's portion of reaching the American Association of State Highway and Transportation Officials' (AASHTO) goal to reduce the number of national fatalities in half from 2007 to 2027. During this 20 year period, ICJI seeks to reduce the number of Indiana traffic fatalities by approximately 20 each year.

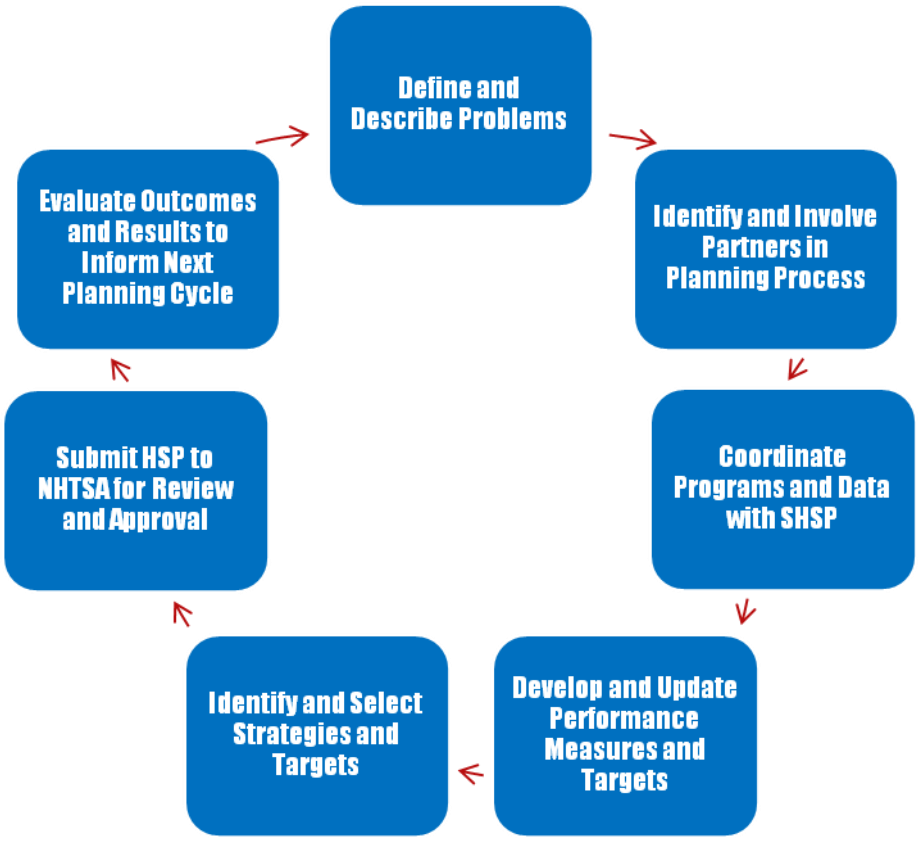
ICJI's Traffic Safety Division is comprised of a director who coordinates the efforts of support staff, including an impaired driving program manager, motorcycle safety program manager/traffic records coordinator, traffic safety research associate, traffic services program manager, occupant protection program manager, and law enforcement liaisons (LEL). The TSD staff maintain close collaborations with multiple organizations, including the Governor's Council on Impaired and Dangerous Driving (Council), Indiana University Public Policy Institute (PPI), Purdue University Center for Road Safety (CRS), and the Traffic Records Coordinating Committee (TRCC) to fulfill its mission of reducing traffic fatalities. Through these partnerships, 20 performance measures in the following priority areas have been established:

- Fatalities
- Incapacitating Injuries
- Impaired Driving
- Occupant Protection
- Young Drivers
- Motorcycle Safety
- Pedestrians
- Children
- Bicyclists
- Speeding

Primary data sources used in problem identification and target identification include the Fatality Analysis Reporting System (FARS), driver and vehicle reports maintained by the Indiana Bureau of Motor Vehicles (BMV), the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES) and the fact sheets created from this data by PPI, additional queries of ISP collision data using ORACLE Business Intelligence Enterprise Edition (OBIEE) built and maintained by INDOT, and the observed seat belt use study data and analysis provided by CRS. Data from these sources are monitored throughout the year by ICJI to determine whether programming adjustments need to be made. Likewise, data from these sources inform ICJI of their grantees' impact on traffic safety. These various data sources are utilized in the development of the Indiana's HSP.

The Highway Safety Planning Process

Figure 1: The Highway Safety Planning Process Flowchart



Problem Identification Process

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using the data sources and partners below, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, attitudinal surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

Data

AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM (ARIES)

Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Indiana State Police's (ISP) Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Over 90 percent of agencies submit reports into ARIES within five days of a collision. This allows ICJI staff to access accurate, up-to-date crash data.

INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE (PPI)

Indiana University Public Policy Institute (PPI), a partner of ICJI, publishes an annual collection of the state's motor vehicle crash facts and trends. Fact sheet topics include: alcohol, children, trucks, young drivers,

motorcycles, occupant protection, and dangerous driving. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive crash fact book that contains statistics, trends, and maps of crashes that occur across the state. The data used for these publications are provided by ARIES but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link in.gov/cji/2367.htm on the ICJI website.

ODYSSEY CASE MANAGEMENT SYSTEM

ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals.

PURDUE CENTER FOR ROAD SAFETY (CRS)

The Center for Road Safety (CRS), affiliated with the School of Civil Engineering at Purdue University, conducts research and develops engineering tools in the area of road safety, including driver and roadway-related characteristics. CRS provides technical assistance, analysis, and a final report for the annual observed seat belt usage surveys conducted around the state.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle crashes. Various FARS data reports and querying tools are available at nhtsa.gov/FARS. FARS also annually provides the *Traffic Safety Facts, Indiana* report covering the most recent 5 years of crash data. FARS data is central to many program targets set by ICJI.

OPERATION PULL OVER (OPO) DATABASE

The OPO database is a data repository and reporting tool created by and administered by ICJI. ICJI subgrantees access the database to report on all programmatic activities from the reimbursable administrative costs to the number of grant funded patrol hours and the resulting number of citations. This database is the source of Indiana's reported citations for seat belts, impaired driving, and speeding as part of the NHTSA core measures.

ORACLE BUSINESS INTELLIGENCE ENTERPRISE EDITION (OBIEE) – INDOT ANSWERS

OBIEE was built for and is maintained by INDOT. INDOT regularly uses OBIEE to track and monitor performance metrics data. The OBIEE database is similar to ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format. OBIEE query results are easily extractable to Excel format for additional analysis.

Participants

It is essential that ICJI continues to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows ICJI to take appropriate action to address any identified problems.

The Governor's Council on Impaired & Dangerous Driving serves as a panel of experts in the areas of traffic law enforcement around occupant protection, impaired driving, and the criminal justice system. The Council, a sub-committee of ICJI's Board of Trustees and appointed by the governor, provides input on proposed traffic safety strategies, while supplying guidance on the Traffic Safety Division's pursuit of competitive funding opportunities. Strategies and funding opportunities are meant to diversify and expand the number of agencies participating in making Indiana roadways safe. The Council further advises the Traffic Safety Division on initiatives that can increase effectiveness of Impaired Driving Countermeasures. Through its input and opinions collectively, the Council provides guidance on the Traffic Safety Division's involvement in issues of public policy, and input on legislative proposals affecting the Traffic Safety Division's practices and programming.

The Council also works with INDOT to coordinate traffic safety strategies outlined in the HSP and State Highway Safety Plan (SHSP) whenever it is updated. INDOT works closely with ICJI through regular meetings and communications about the status of goals and efforts outlined in the HSP and SHSP through the monthly *Indiana Crash Snapshot* report that is exchanged between INDOT, ICJI, and FHWA.

ICJI will continue collaborating with the Traffic Records Coordinating Committee (TRCC), a group of individuals dedicated to improving the state's traffic records systems. The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV); Indiana Department of Transportation (INDOT); Indiana State Police (ISP); Federal Highway Administration (FHWA); Indiana State Supreme Court; Indiana State Department of Health (ISDH); Indiana State Coroner's Association; Indiana Office of Technology; Indiana Prosecutor's Association; Riley Hospital for Children; Purdue Center for Road Safety; Indiana University PPI; the Indiana Department of Homeland Security, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information.

ICJI will continue its partnership with Indiana University's Public Policy Institute (PPI) to obtain a research analysis of Indiana's traffic safety trends as well as track the effectiveness of ICJI's countermeasures. The data obtained by PPI allows for ICJI and their partners to determine whether programming is effective. Annual traffic safety fact sheets, county profile fact sheets, and a comprehensive crash fact book allow ICJI and their partners to make informed policy and program decisions.

Lastly, ICJI will continue its partnership with Purdue University Center for Road Safety (CRS). CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. CRS assists ICJI by improving observational seat belt survey designs and training observers on how to correctly obtain data. Once the surveys are complete, CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class.

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FY 2016 Indiana Core and Additional Performance Measures

Figure 2: FY 2016 Indiana Core and Additional Performance Measures

ANNUAL STATISTICS FOR TRAFFIC SAFETY PERFORMANCE MEASURES														
	Outcome Measure								3 Year Average	Targets				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	2013^	2014	2015	2016	Data Source
NHTSA CORE MEASURES	C-1 Traffic Fatalities	898	820	693	754	751	781	783	772	746	756	741	726	FARS
	C-2 Incapacitating Injuries	3,661	3,382	3,179	3,443	3,405	3,816	3,441	3554	3482	3483	3413	3345	PPI
	C-3 Fatalities Per 100 Million Vehicle Miles Traveled	1.23	1.11	0.90	1.00	0.98	0.99	1.00	0.99	1.03*^	1.02*^	1.02^^	1.02^^	FARS
	C-4 Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	291	267	206	208	192	214	201	202	201	198	194	190	FARS
	C-5 Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	224	206	207	194	207	230	198	212	205	207	203	199	FARS
	C-6 Speeding-Related Fatalities	199	250	174	190	153	185	217	185	172	181	178	174	FARS
	C-7 Total Motorcycle Fatalities	122	131	111	111	118	152	114	128	124	125	123	120	FARS
	C-8 Unhelmeted Motorcycle Fatalities	95	95	84	88	95	116	82	98	98	96	94	92	FARS
	C-9 Drivers Aged 20 and Under Involved in Fatal Crashes	157	147	116	125	100	130	104	111	116	109	107	105	FARS
	C-10 Pedestrian Fatalities	59	54	50	62	62	59	77	66	60	65	63	62	FARS
	B-1 Observed Seatbelt Usage Rate (%)	87.9	91.2	92.6	92.4	93.2	93.6	91.6	92.8	86*^	87*^	88^^	88^*	CRS
	12 *Number of Seat Belt Citations During Grant Funded Enforcement	72,115	108,956	113,577	105,746	99,077	82,961	70,134	84,057	-	-	-	-	OPO
	13 *Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	6,947	8,157	8,975	8,257	7,907	7,950	6,919	7,592	-	-	-	-	OPO
	14 *Number of Speeding Citations and Arrests During Grant Funded Enforcement	18,282	66,394	100,230	107,151	86,702	56,181	53,732	65,538	-	-	-	-	OPO
	15 Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.77	1.80	1.46	1.67	1.66	1.78	1.83	1.76	1.67	1.72	1.69	1.65	FARS
	16 Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.81	0.65	0.57	0.59	0.57	0.52	0.50	0.53	0.55	0.52	0.51	0.50	FARS
	17 Motorcycle Fatalities per 100k Registrations	82.69	63.91	54.15	54.15	57.73	68.13	52.14	59.33	63*^	62*^	62^^	62^^	FARS
	18 Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.31	0.28	0.27	0.26	0.27	0.29	0.25	0.27	0.36*^	0.36*^	0.35^^	0.35^*	FARS
	19 Children Aged 14 and Under Killed in Traffic Collisions	41	37	29	30	31	28	35	31	33	31	30	29	PPI
	20 Bicyclists and Other Cyclists Fatalities	15	18	7	13	11	15	14	13	13	13	13	13	FARS

Source: U.S. Department of Transportation and NHSTA *Traffic Safety Facts: Indiana 200-2013, 2008--2012, 2007-20111,* OPO Database, Indiana University Public Policy Institute (PPI), and Purdue University Center for Road Safety (CRS)

^ 2013 targets taken from FY 2014 HSP unless otherwise noted

*^ U.S. Department of Transportation national targets current as of July 18, 2013

^^ Targets are based on U.S. Department of Transportation national targets for the preceding three years

2014-2016 targets calculated as a 2% reduction from most recent 3 year average and then each preceding year's target unless otherwise noted

^*Targets are based on 2015 U.S. Department of Transportation targets for the preceeding year.

Below is a revised version of the data table NHTSA provides in the Traffic Safety Facts Indiana 2009-2013 report. This version includes a seven year data span instead of the five year data span provided by the NHTSA version. Cell color is based on the numeric range of each specific measure. The highest value for each measure is denoted in red with the lowest value in green. Values between the high and low values are reflected with a gradient of orange, yellow, and light green.

Figure 3: NHTSA Traffic Safety Performance (Core Outcome) Measures for Indiana

NHTSA Traffic Safety Performance (Core Outcome) Measures* For Indiana													
Core Outcome Measures									3-Year Moving Average				
		2007	2008	2009	2010	2011	2012	2013	2007-2009	2008-20010	2009-2011	2010-2012	2011-2013
Traffic Fatalities	Total	898	820	693	754	751	781	783	804	756	733	762	772
	Rural	569	530	418	474	477	524	535	506	474	456	492	512
	Urban	329	290	275	280	274	257	248	298	282	276	270	260
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.23	1.11	0.90	1.00	0.98	0.99	1.00	1	1	1	1	1
	Rural	1.77	1.80	1.46	1.67	1.66	1.78	1.83	2	2	2	2	2
	Urban	0.81	0.65	0.57	0.59	0.57	0.52	0.50	1	1	1	1	1
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	668	593	500	547	516	518	544	587	547	521	527	526
	Restrained	293	266	239	261	252	249	279	266	255	251	254	260
	Unrestrained	291	267	206	208	192	214	201	255	227	202	205	202
	Unknown	84	60	55	78	72	55	64	66	64	68	68	64
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		224	206	207	194	207	230	198	212	202	203	210	212
Speeding-Related Fatalities		199	250	174	190	153	185	217	208	205	172	176	185
Motorcycle Fatalities	Total	122	131	111	111	118	152	114	121	118	113	127	128
	Helmeted	23	31	21	18	19	30	18	25	23	19	22	22
	Unhelmeted	95	95	84	88	95	116	82	91	89	89	100	98
	Unknown	4	5	6	5	4	6	14	5	5	5	5	8
Drivers Involved in Fatal Crashes	Total	1,238	1,126	991	1,091	1,043	1,109	1,089	1,118	1,069	1,042	1,081	1,080
	Aged 20 and Under	157	147	116	125	100	130	104	140	129	114	118	111
	Aged Under 21	157	147	116	125	100	130	104	140	129	114	118	111
	Aged 21 and Over	1,074	969	866	957	928	936	973	970	931	917	940	946
	Unknown Age	7	10	9	9	15	16	12	9	9	11	13	14
Pedestrian Fatalities		59	54	50	62	62	59	77	54	55	58	61	66

Source: U.S. Department of Transportation and NHSTA *Traffic Safety Facts: Indiana 2008-2012, 2007-2011, 2006-2010,* OPO Database, and Indiana University Public Policy Institute (PPI)

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

**Based on the BAC of all involved drivers and motorcycles riders (Operators) only

State Demographics

Indiana consists of 92 counties and has an estimated 2014 population of 6,596,855[1]. Sixty-two percent of the population is between the ages of 18 and 64. Indiana residents are 86.3 percent white, 9.5 percent black, and 6.4 percent identify as Hispanic or Latino. Persons under 5 years old, under 18 years old, and 65 years old and over made up 6.4 percent, 24.1 percent, and 13.9 percent, respectively, of the population. In 2014 there were just under 7.1 million registered vehicles on Indiana roads. Indiana has 12,000 miles of Interstate, U.S. and State Routes, and 66,000 miles of county roadways. In total, Indiana roadways have 97,288 centerline miles and 203,080 lane-miles.

FY 2016 Evidence-Based Traffic Safety Enforcement Plan Summary

Prior to awarding any grant funds in FY 2016 to subgrantees, a thorough data review of current data resources and reports as well as forthcoming data resources will be undertaken. This review will occur between the submission date of the HSP and the awarding of funds. ICJI staff will be receiving the most recent and up-to-date data, reports, and analysis during this time. The specific resources to be used and the information provided outlined below.

Indiana University's Public Policy Institute (PPI) provides ICJI with annual briefs and data analysis on collisions regarding trucks, motorcycles, young drivers, children, occupant protection, alcohol, dangerous driving, county profiles for all 92 Indiana counties, and a comprehensive Indiana Crash Facts report utilizing the Indiana State Police ARIES data. Additionally, in May 2015, ICJI requested a county by county dataset across more than 30 variables. These documents and data provide category-specific analysis including highlighted age groups, limited time and spatial analysis, and cross tabulations for injury level.

Purdue University's Center for Road Safety (CRS) provides seat belt survey analysis and, in late 2013, provided a large data set identifying the worst 5 percent of Indiana intersections and road segments from 2010 through 2012. These data include injury level data and collision time. Additional analysis is being undertaken to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity.

The Odyssey Case Management system provides ICJI with access to electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Additionally, these data will be used to determine areas of high risk for traffic violators and enforcement activities to combat them.

ICJI's OPO database provides similar, but less detailed information to the Odyssey Case Management system. In additional to using it for similar analysis, the OPO database may also be used to determine the most effective use and locations of grant funded man-hours.

ICJI will also employ the OBIEE system from INDOT. This system allows additional querying capabilities of Indiana State Police data and yields large datasets for additional analysis. This system is updated daily with Indiana State Police data.

Using these data ICJI will identify the areas of most concern for any specific data metric (i.e. motorcycle fatalities). Countermeasures that work will then be identified based on the specific need of a location or region of the state. Grantees will be instructed on these specific countermeasures and trained to ensure

[1] United State Census Bureau, State & County QuickFacts. Retrieved May 25, 2015 from quickfacts.census.gov/qfd/states/18000.html.

program fidelity at the local level. Program managers will provide a key role in the countermeasure implementation and will be required to regularly and continuously monitor and adjust the countermeasure as needed.

While analysis is ongoing, these data sources have already allowed ICJI to identify the following: worst Indiana counties across multiple measures such as motorcycle fatalities or fatalities per 100,000 population; the worst six hour segment for collisions is from 12 pm to 5:59 pm; male drivers account for approximately 22 percent more collisions than female drivers; and passenger cars/station wagons and sport utility vehicles account for nearly 71 percent of all vehicle involved in collisions.

ICJI is confident the data identified above will provide the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 150 law enforcement agencies, utilizing the most up-to-date data, driving "Countermeasures That Work" programming, and continuous monitoring of programs, ICJI's funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

Data Analysis and Target Setting

During development of the FY 2016 HSP, ICJI, and INDOT met to discuss the proposed targets and methodology. INDOT staff is responsible for the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). ICJI and INDOT were in constant contact during the development of the FY 2016 HSP. As part of this coordination, INDOT and ICJI agreed to use serious injury (FHWA) and incapacitating injury (FARS) interchangeability and defined as:

"*Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. This includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness at or when taken from the crash scene, and unable to leave the crash scene without assistance. This does not include momentary unconsciousness.*"

INDOT will use serious injury in the SHSP and HSIP while ICJI will use incapacitating injury in the FY 2016 HSP.

ICJI and INDOT also agreed to use three identical common performance targets in their HSP and HSIP. These common performance targets are, the reduction of traffic fatality collisions; the reduction of traffic fatality collisions per 100 million vehicle miles driven (C2); and the reduction of injury producing collisions.

In addition to the data and targets discussed below, ICJI requested county-level data for 2012, 2013, and 2014 across approximately 30 variables from PPI to determine traffic safety areas of concern at the county level. Utilizing and analyzing these data, ICJI will determine the counties and regions of the state requiring additional traffic safety activities and enforcement. These data will assist ICJI in identifying the traffic safety partners able to provide the largest impact on Indiana roadways. Counties and regions identified will be the focus of targeted campaigns throughout the year.

After identifying FY 2016 performance measures, ICJI used a hierarchal approach to set targets. Where the U.S. Department of Transportation (DOT) performance measures and targets include measures ICJI identified for FY 2016 programming, the DOT measures and targets are used as Indiana's goals. For measures without a DOT target, Indiana determined FY 2016 short-term (one year) and long-term (three year) goals utilizing data from the last seven years (2007-2013).

Projections for two percent, four percent, and six percent reductions for each year 2014 through 2016 were calculated based on linear trend projections, 2013 figures, the seven-year mean, and the most recent three-year mean (2011-2013) to arrive at the most suitable and uniform approach for all measures. ICJI determined a two percent reduction from the most recent three-year mean (2011-2013) for 2014 was the appropriate method. The two percent reduction from the previous year's target was also was applied to 2014 and 2015. An example of the calculation is provided:

Figure 4: Target Calculation Example

Outcome Measure									3 Year Average				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	*2013^*	*2014*	*2015*	*2016*
C-1	***Traffic Fatalities***	898	820	693	754	751	779	783	771	*746*	*756*	*740*	*726*

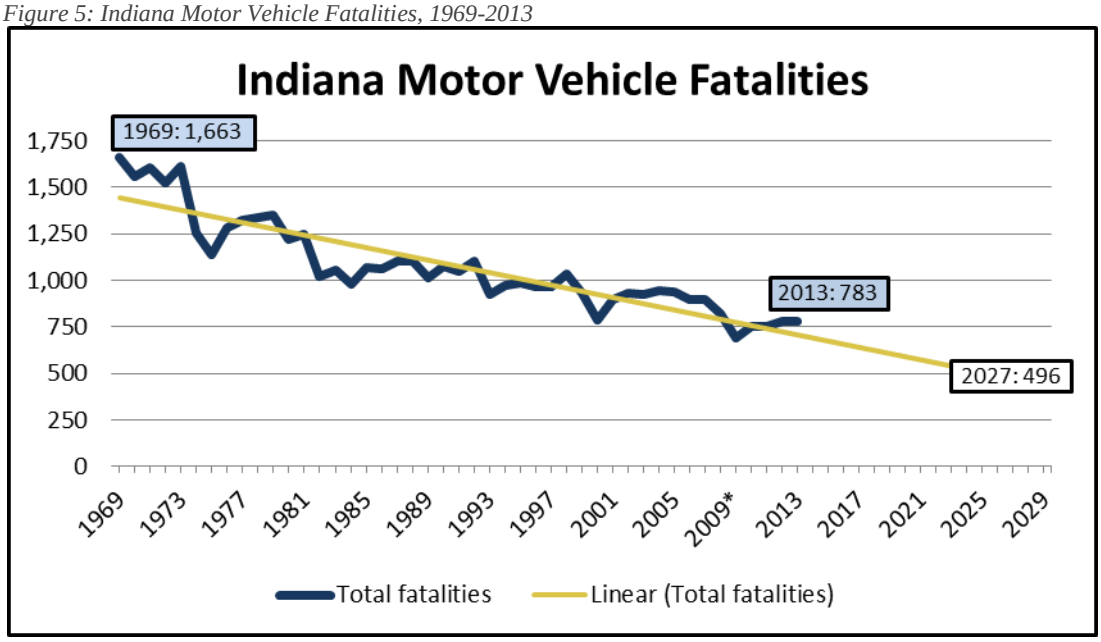
2014 Target 2015 Target 2016 Target

Most recent 3 year average = **771** -(771 x 2%) = **756** - (756 x 2%) = **740** -(740 x 2%) = **726**

Fatalities

In 2007, the American Association of State Highway Transportation Officials (AASHTO) established the goal of reducing the national number of traffic fatalities by 50 percent over the next 20 years by seeking an annual reduction of 1,000 deaths per year. Since 1969, when Indiana traffic fatalities accounted for three percent of all traffic fatalities, Indiana's portion of traffic deaths has decreased to two percent, at an approximate rate of 20 fewer deaths annually (see Figure 5). To fulfill Indiana's portion of the national goal, the reduction rate of approximately 19 fewer traffic fatalities each year must continue during this 20-year period. Indiana has adopted this goal to reduce the number of traffic fatalities to 496 by 2027.

Figure 5: Indiana Motor Vehicle Fatalities, 1969-2013



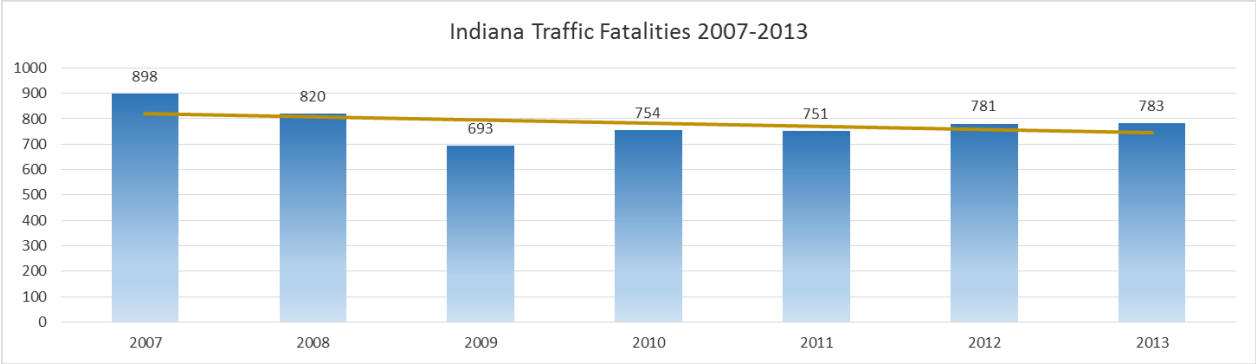
Source: FARS

PROBLEM IDENTIFICATION

Traffic fatalities are on a general downward trend from 2007 through 2013. During this time, annual fatalities ranged from a high of 898 in 2007 to a low of 693 in 2009. There was a nearly four percent increase from 2011 to 2012, though the decrease from 2012 to 2013 was much more modest (0.2 %). The seven-year mean for fatalities is 783. While fatalities per 100 million vehicle miles traveled (MVMT) for

urban areas has decreased by 38 percent since 2007, there has been an increase in rural areas of 3 percent over the same time. Overall fatalities per 100 MVMT is down 19 percent from 2007. Males accounted for 71.7 percent of all crash fatalities. Persons aged 17-26 accounted for the 22.8 percent of all traffic fatalities, the largest portion of any 10 year age range. "Failure to yield", "Left of center", or "Ran off road" as the primary collision factor accounted for 44.7 percent of all fatal collisions. Only 18 of Indiana counties, or 19.6 percent, accounted for 45.8 percent of Indiana traffic fatalities. Lastly, the largest portion (28.6 percent) of fatal collisions occurred between 12:00 pm and 5:59 pm.

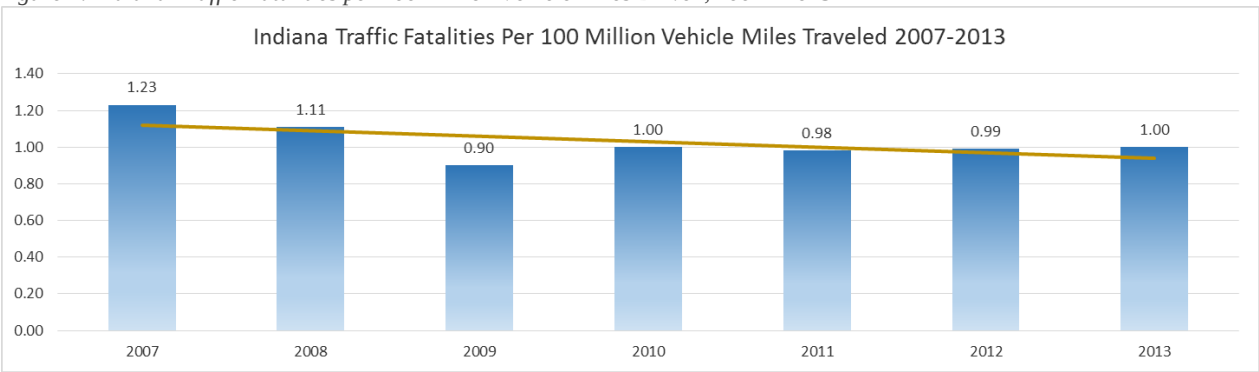
Figure 6: Indiana Traffic Fatalities 2007-2013



Source: FARS

Over the past seven years, there was a 12.8 percent decrease in traffic fatalities in Indiana. Despite an 8.8 percent increase in fatalities from 2009 to 2010 and a 4.0 percent increase from 2011 to 2012, there continues to be a slight downward trend in traffic fatalities over this period. The rate change in traffic fatalities per 100 million vehicle miles traveled from 2007 to 2013 mirrors out the downward trend in total fatalities.

Figure 7: Indiana Traffic Fatalities per 100 Million Vehicle Miles Driven, 2007 - 2013



Source: FARS

CONTINUED ON NEXT PAGE

Performance Measures and Targets:

Outcome Measure		Annual Figures							3 Year Average	*Targets*				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	*2013^*	*2014*	*2015*	*2016*	Data Source
C-1	***Traffic Fatalities***	898	820	693	754	751	779	783	772	*746*	*756*	*741*	*726*	FARS
C-3	***Fatalities Per 100 Million Vehicle Miles Driven***	1.23	1.11	0.90	1.00	0.98	0.99	1.00	0.99	*1.03*^*	*1.02*^*	*1.02*^*	*1.02^^*	FARS
C-6	***Speeding-Related Fatalities***	199	250	174	190	153	185	217	185	*138*	*172*	*169*	*166*	FARS
14	****Number of Speeding Citations and Arrests During Grant Funded Enforcement***	18,282	66,394	100,230	107,151	86,702	56,181	41,825	61,569	-	-	-	-	OPO
15	***Fatalities Per 100 Million Vehicle Miles Traveled - Rural***	1.77	1.80	1.46	1.67	1.66	1.78	1.83	1.76	*1.67*	*1.72*	*1.69*	*1.65*	FARS
16	***Fatalities Per 100 Million Vehicle Miles Traveled - Urban***	0.81	0.65	0.57	0.59	0.57	0.52	0.50	0.53	*0.55*	*0.52*	*0.51*	*0.50*	FARS

See Figure 2 on page 9 for notations

Law Enforcement Liaisons (LELs)

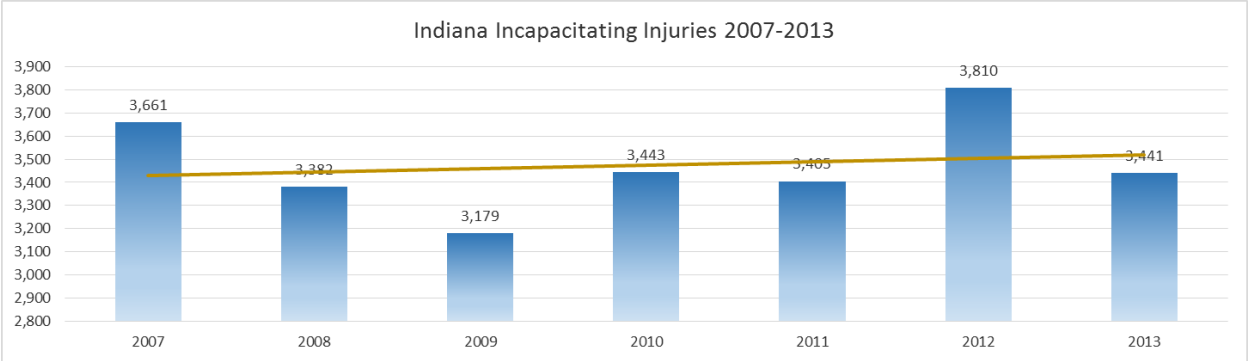
Project Number: CP-2016-01-00-00
Project Title: Community Traffic Safety Partners (Law Enforcement Liaisons)
Description: One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. ICJI participates in the two national blitz campaigns (Click It or Ticket and Drive Sober or Get Pulled Over) and active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LEL).

This project provides funds for the salaries of six regional LELs. Each LEL develops a traffic safety plan for their assigned region. A large portion of Indiana is considered Rural, and the majority of traffic fatalities occur in rural areas of the state. The LEL regional traffic safety plans play a crucial role in fatality reduction. LELs are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their assigned agencies with the coordination of media events during four overtime enforcement periods (this includes the two national blitz campaigns) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and equipment required to complete the duties as assigned. Assigned program manager will provide oversight and monitoring of this project.
Budget: $465,000

Incapacitating Injuries

The total number of Hoosiers incurring incapacitating injuries due to vehicle collisions has decreased slightly over the last seven years, moving from 3,661 in 2007 to 3,441 in 2013 (a change of 6.0 percent). The mean number of incapacitating injuries during this period is 3,474. Aside from 2007 and 2012, which were years that saw the number of incapacitating injuries reach in excess of 3,600, the state's numbers in this area have hovered close to the 3,400 level.

Figure 8: Indiana Incapacitating Injuries 2007-2013



Source: ARIES

Performance Measure and Targets:

Outcome Measure		Annual Figures							3 Year Average	*Targets*				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	*2013^*	*2014*	*2015*	*2016*	Data Source
C-2	***Incapacitating Injuries***	3,661	3,382	3,179	3,443	3,405	3,810	3,441	3,554	*3,482*	*3,412*	*3,344*	*3,345*	PPI

See Figure 2 on page 9 for notations

Dangerous Roadways
Project Number: M6OT-2016-03-00-00
Project Title: Operation Centipede (5 percent report)
Description: This project funds additional enforcement efforts for the most dangerous roadways in Indiana. In 2012 the Federal Highway Administration completed a five percent report (5%), identifying high-crash locations in Indiana's road network. Using this 5% report ICJI partnered with Purdue University's Center for Road Safety (CRS) utilizing annual collision data for 2010 through 2012. In FY15, additional data was acquired and 54 segments or intersections in 19 counties accounting for 418 alcohol-related collisions were identified. In 2016, the Traffic Safety Division will once again fund Operation Centipede with the help of Purdue University and law enforcement agencies statewide. Funding will be directed toward law enforcement agencies where identified road segments and intersections with high crash data exist. Emphasis will be placed upon impaired driving enforcement. Law enforcement officers will also be asked to emphasize impaired motorcyclist enforcement. Assigned program manager will provide oversight and monitoring of this project.
Budget: $500,000

Figure 9: Law Enforcement Liaisons and Operation Centipede

Project Number	Project Title	Budget	Budget Source
CP-2015-01-00-00	Law Enforcement Liaisons	465,000	402
M6OT-2015-03-00-00	Operation Centipede	500,000	405 D
Total All Funds		965,000	

Highway Safety Plan Programs

Occupant Protection

PROBLEM IDENTIFICATION

The 2013 observational seat belt survey results show more than 91 percent of occupants in passenger cars wear their seat belts. Indiana's passenger vehicle seat belt usage rate increased from a low of 62.1 percent, in 2000, to 93.6 percent in 2012. From 2012 to 2013, though, the state appears to have lost some ground with pickups, the usage rate in that category decreased from 86.5 percent to 81.8 percent. This would account for the overall decrease in seat belt use from 2012 to 2013.

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. The risk of incapacitating injury was greater for all unrestrained passengers. In 2013, approximately 51 percent of drivers killed were not properly restrained and approximately 38 percent of individuals killed in the front passenger seat were not properly restrained. Unrestrained driver seat occupants were 4.4 times more likely to suffer incapacitating injuries than those restrained in the same position. Likewise, unrestrained passenger vehicle occupants in the farthest back (third row) position were 3.4 times more likely to suffer incapacitating injuries than those restrained in the same position.[2]

While ICJI seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. Data shows of those killed in 2013 collisions, restraint use was lowest in the 15 to 20, 21 to 24, and 25 to 34 age groups. In the same age group, males are more likely than females to be unrestrained. Additionally, males ages 8-14 represent the highest proportion of unrestrained vehicle occupants in a collision from each year 2009-2013. Seat belt usage rates for all persons involved in collisions were lower in less densely populated locales, or exurban and rural, than in urban and suburban areas. It also appears there are lower seat belt rates in southwestern counties than in other parts of the state.[3] Please note the definitions for population locales (rural, urban, suburban, exurban) used here are taken from the U.S. Census Bureau and utilized in PPI fact sheets. Therefore, rural and urban are defined differently in these specific references than NHSTA standards. Restraint use is the lowest between 12 am and 5 am.

Compared with 2007, 2013 saw a nearly 31 percent decrease in the number of unrestrained passenger vehicle occupant fatalities. After a seven-year low of 192 unrestrained fatalities in 2011, the number increased 4.7 percent to 201 in 2013. The seven-year mean for unrestrained passenger vehicle occupant fatalities is 226. Since 2007, there has been a five percent average annual decrease in the number of unrestrained passenger vehicle occupant fatalities.

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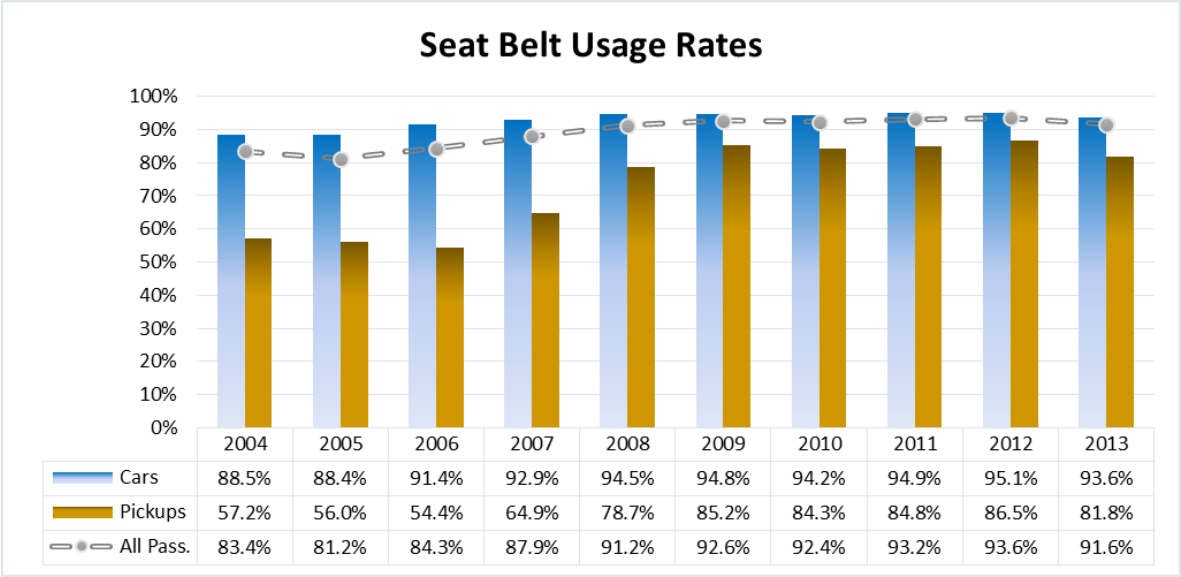
[2] Sapp, Dona. (2014). *Indiana Traffic Safety Facts: Occupant Protection, 2013 data*. Indiana University Public Policy Institute.
[3] Ibid.

Figure 10: Indiana Seat Belt Usage Rates 2004-2013



Source: CRS

Performance Measures and Targets:

Outcome Measure		Annual Figures							3 Year Average	*Targets*				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	*2013^*	*2014*	*2015*	*2016*	Data Source
C-4	***Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)***	291	267	206	208	192	214	201	202	*201*	*198*	*194*	*190*	FARS
C-9	***Drivers Aged 20 and Under Involved in Fatal Crashes***	157	147	116	125	100	130	104	111	*116*	*109*	*107*	*105*	FARS
B-1	***Observed Seatbelt Usage Rate (%)***	87.9	91.2	92.6	92.4	93.2	93.6	90.2	92.3	*86*^*	*87*^*	*88*^*		FARS
12	****Number of Seat Belt Citations During Grant Funded Enforcement***	72,115	108,956	113,577	105,746	99,077	82,961	70,134	84,057	-	-	-	-	OPO
19	***Children Aged 14 and Under Killed in Traffic Collisions***	41	37	29	30	31	28	35	31	*33*	*31*	*30*	*29*	PPI

See Figure 2 on page 9 for notations

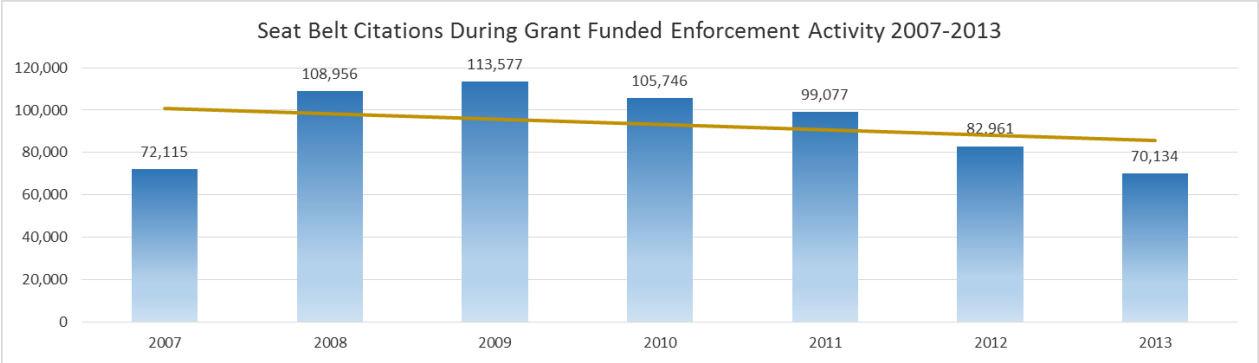
Project Number: OP-2016-01-00-00
Project Title: Program Management
Description: This project provides funds for the occupant protection program manager to coordinate and oversee the occupant protection initiatives. Program manager responsibilities include monitoring sub-grantee compliance and performance, promoting education, and enforcement of occupant protection laws. Funds are used for the program manager's salary, benefits, and travel costs to conferences and trainings.
Budget: $65,000

Project Number: OP-2016-02-00-00
Project Title: Operation Pull Over (OPO) Enforcement
Description: ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during three blitz periods throughout the year and additional enforcement as needed. Historically, Indiana has conducted four blitz periods. The move to three blitzes is based on LEL and local law enforcement agency feedback and internal discussions. This will allow local law enforcement agencies more flexibility with awarded funds. Local law enforcement agencies will work the two National Blitz periods and for the third blitz the agencies will identify events in their communities requiring high visibility enforcement. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants will utilize county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This will improve efficiency and allow for data-driven decisions. This method was successfully implemented for the ICJI Rural Demonstration Project in FY15

OPO is Indiana's primary seat belt enforcement program. All OPO participating agencies must work both national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) and a statewide blitz in November. At least 15 percent of grant funds must be spent per blitz, for a total of 45 percent being used for blitz enforcement. The remaining 55 percent can be used for additional enforcement periods determined by the local agencies based on local traffic data and community events.

All grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.). Sub-grantees are required to report fiscally and programmatically on a quarterly basis in the Egrants system. They also are required to report all enforcement within 15 days of the end of the enforcement period in ICJI's OPO database. Seat belts remain the top priority but applicants can request funding to address other high risk driving behaviors should their local data indicate a need.
Programs that receive DUI Task Force funding must use those funds for impaired driving patrols and should not use OPO funds for additional DUI patrols. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Assigned program manager will provide oversight and monitoring of this project.
Budget: $2,640,000

Figure 11: Seat Belt Citations During Grant Funded Enforcement Activity 2007-2013



Source: OPO Database

Project Number: M1X-2016-03-00-00
Project Title: Rural Demonstration Project
Description: Since 2005, the RDP program has been highly effective in increasing seat belt usage rates in rural areas. Since the majority of unrestrained fatalities occur in rural areas, this enforcement is scheduled to occur three to four weeks before the National Click It or Ticket mobilization in an effort to emphasize rural seat belt usage. Rural counties are identified using FARS and census data and given top priority to receive funding in this project. Any law enforcement agency can apply for overtime funds for seat belt enforcement. Subgrantees are required to report fiscally and programmatically within 15 days of the end of the enforcement period through the Egrants system. Speed, school, DUI and other projects are not eligible for these enforcement funds. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Assigned program manager will provide oversight and monitoring of this project.
Budget: $80,000

Project Number: PT-2016-04-00-00 and M6OT-2016-01-00-00
Project Title: Indiana State Police
Description: Funding is provided to ISP to enforce all traffic safety laws. Officers conduct saturation patrols and sobriety checkpoints to combat dangerous driving, seat belt violations, and impaired driving. . ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of six separate projects:

- Combined Accident Reduction Effort (CARE)
    - Targets peak holiday travel periods on major roadways.
- Rural Demonstration Project (RDP)
    - Targets occupant protection violations.
- Operation Pull Over (OPO)
    - Targets occupant protection violations, impaired and/or aggressive driving.
- Statewide Driving Under the Influence Enforcement Project (DUIEP)
    - Targets impaired driving.
- Selective Traffic Enforcement Project (STEP)
    - Targets all crash causation violations on all roads, except interstates.
- Motorcycle Unit Patrol (MUP)
    - Targets primary speed violations occurring on high-traffic roads.

All programs have a zero tolerance policy requiring officers write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). ISP concentrates their enforcement on the areas where local law enforcement have not received other grant funds from ICJI to conduct enforcement. ISP is required to report fiscally and programmatically on a quarterly basis in the Egrants system. They are also required to report all enforcement within 15 days of the end of the period in ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, equipment, and travel. Assigned program manager will provide oversight and monitoring of this project.

Budget: $1,166,000

Teen Driving and Children

PROBLEM IDENTIFICATION

In 2013, drivers ages 18 to 20 had the second highest involvement in fatal collisions per 10,000 licensed of any age group (3.1, compared to 3.9 for drivers ages 21 to 24 years). Drivers ages 15-20 suffered from the highest rate of drivers killed per 10,000 licensed.[4] Despite this, the number of drivers age 15 – 20 involved in fatal crashes in 2013 has decreased nearly 14 percent compared to 2012 and just over 31 percent compared to 2011. Eleven percent of drivers age 18 were alcohol-impaired, and nearly six percent of all young drivers who were fatally injured were alcohol-impaired.[5] The highest number of collisions causing injury involving a teen driver for any 6 hour period occurred between 1200 and 1759 (45.1 percent). The thirteen worst Indiana counties (14 percent) accounted for 51.6 percent of all teen driving collisions with injury. The top two actions listed as the primary factor in these collisions were "Failure to yield right of way" (25.4 percent) and "Following too closely" (19.1 percent) which accounted for 45.4 percent of all teen driver collisions.

In 2013, there was an overall decrease of 4.1 percent in the number of children (age 0 – 14) injured in traffic collisions. As a motor vehicle occupant, children saw a 6.7 percent decrease in the number of incapacitating injuries. Of unrestrained children involved in a collision, 11.1 percent suffered a fatal or incapacitating injury.[6] Children ages 4 to 7 (88.7 percent) and 8-14 (82.5 percent) had the lowest restraint use rate of any age group for individuals involved in collisions.[7] Over half (50.4 percent) of collisions involving children with injury occurred in the 6 hour segment of 1200-1759. "Failure to yield right of way", "Following too closely", or "Disregard signal/reg sign" were listed as the primary factor in 48.7 percent of these collisions.

Project Number: M6X-2016-01-00-00
Project Title: Program Management
Description: This project funds a program manager to oversee the ASP, Excise Police, Indiana SADD, pedestrian, pedalcyclist, and teen driver programs. Salary, benefits, and travel costs will be paid for by this project.
Budget: $65,000

Project Number: M6X-2016-07-00-00
Project Title: SADD - Teen Traffic Safety
Description: A primary method for Indiana to address the number of teens killed and injured in teen driving crashes is through the statewide Students Against Destructive Decisions (SADD) program. Indiana SADD receives grant funds from ICJI to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle, high schools and college campuses. SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speeds, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle, high schools and college campuses where peer-to-peer training occurs to create local teen traffic safety advocates. Funds are also used to pay for travel and equipment costs for training and activities at more than 150 schools throughout the state. Equipment costs may include but are not limited to hands on

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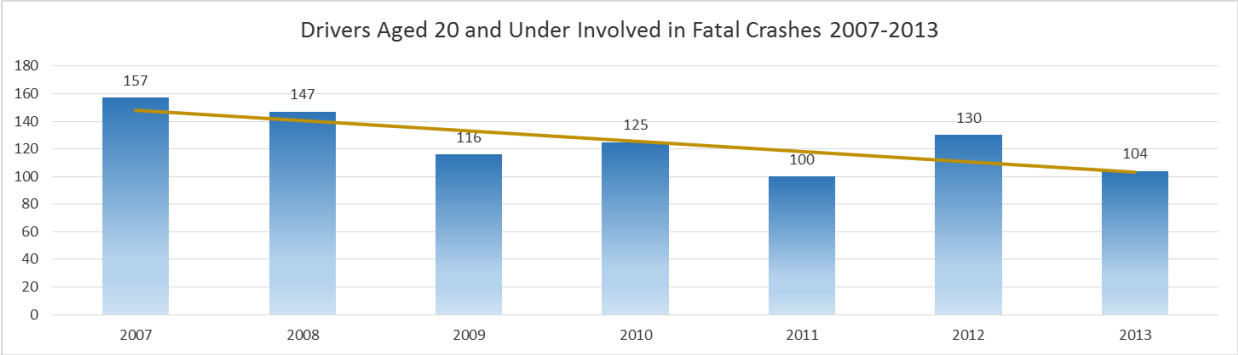
[4] *Indiana Crash Facts, 2013*. (2014). Indiana University Public Policy Institute.
[5] Lisby, Kathy. (2014). *Indiana Traffic Safety Facts: Young Drivers, 2013*. Indiana University Public Policy Institute.
6 Thelin, Rachel, *Indiana Traffic Safety Facts: Children, 2013*, Indiana University Public Policy Institute
7 Sapp, Dona (2013). *Indiana Traffic Safety Facts: Occupant Protection, 2012*. Indiana University Public Policy Institute

teaching aids such as the texting and driving simulator, seat belt convincer or seat belt challenge. Assigned program manager will provide oversight and monitoring of this project.
Budget: $150,000

Project Number: Funding provided by State Farm Insurance
Project Title: Rule the Road – Teen Traffic Safety
Description: ICJI partners with State Farm Insurance to conduct a unique program entitled Rule the Road. Rule the Road is a collaboration between ICJI, Indiana SADD, law enforcement agencies, schools, and communities to improve teen driver safety. Rule the Road events are held throughout the state providing teens with hands-on driving training through certified emergency vehicle operator instructors. These events also educate young drivers and their parents about the GDL law, basic car maintenance, seat belt safety, and dangers of distracted and impaired driving. Assigned program manager will provide oversight and monitoring of this project.
Budget: $10,000 (State Farm)

Project Number: Funding provided by Ford Driving Skills for Life
Project Title: Ford Driving Skills for Life – Teen Traffic Safety
Description: ICJI also partners with Ford Driving Skills for Life to conduct a Teen Traffic Safety Conference. This conference is a collaboration between ICJI, law enforcement, schools, Indiana SADD, and other community agencies. This event is going to be held in Marion County in 2016 and moved to different areas of the state each year upon successful results. Teens will receive hands on driving training through certified emergency vehicle operator instructors. Teens will also receive education regarding sharing the road and other safety information. A pre and post-test survey will evaluate the results of this program for effectiveness. Assigned program manager will provide oversight and monitoring of this project.
Budget: $15,288 (Ford Driving Skills for Life)

Figure 12: Drivers Aged 20 and Under Involved in Fatal Crashes 2007-2013



Source: FARS

Project Number: M6X-2016-06-00-00
Project Title: Underage Drinking - Teen Traffic Safety
Description: ICJI provides grant funding to the Indiana Excise Police as a separate project to address underage drinking. The Indiana Excise Police's alcohol countermeasure programs are aimed at underage alcohol consumption and impaired driving. Coordinating the Cops in Shops (CIS), Stop Underage Drinking and Sales (SUDS), Intensified College Enforcement (ICE), and bartender programs, the excise police take a proactive approach to reducing the sale of alcoholic beverages to persons under 21 and over-serving those who may drive impaired. This project also funds overtime enforcement during increased visibility patrols at concerts and tailgating events.

The project's goal is to reduce risky behaviors, like underage drinking and binge drinking, in order to promote safer college communities for students and local residents. The Intensified College Enforcement Project was introduced in 2015 and uses data to select colleges and university for targeted programming. On these targeted campuses educational programming occurs focusing on campus safety and safety in the local communities. This is coupled with high visibility enforcement.

Assigned program manager will provide oversight and monitoring of this project.
Budget: $220,000

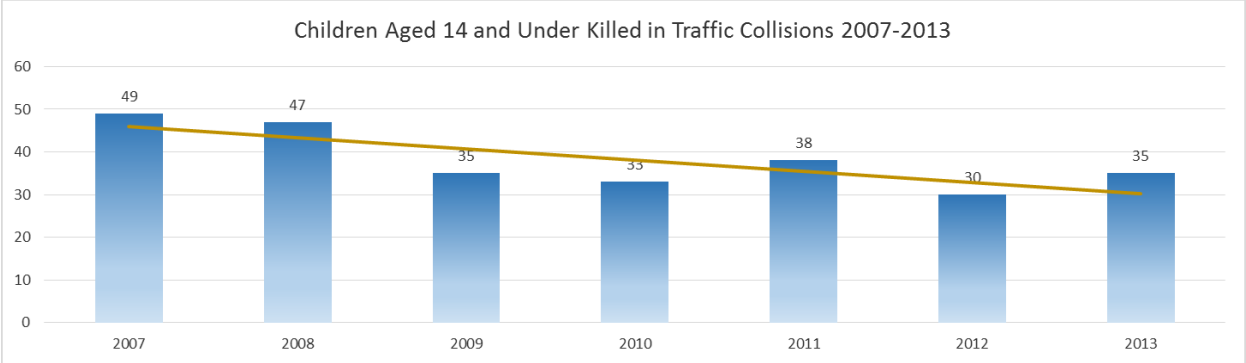
Project Number: M1X-2016-01-00-00
Project Title: Children less than 15 years of age as unrestrained passenger vehicle occupant fatalities
Description: ICJI provides funding to Indiana University's Automotive Safety Program (ASP). ASP utilizes grant funds to reduce the number of children (under 15 years) who could be seriously injured or killed in a motor vehicle crash. The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

- NHTSA child safety seat technician and instructor trainings for law enforcement and other interested individuals.
- A statewide permanent fitting station (PFS) network of certified child passenger safety technicians who educate, provide car seats (when appropriate), and advocate for child occupant protection. More than 100 PFSs are located throughout Indiana. They are strategically placed to serve a large portion of the population while concentrating on underserved areas (see *Attachment 1: Occupant Protection* for a list of Indiana counties with a PFS).
- Child Passenger Safety (CPS) refresher courses for technicians and instructors.
- Statewide outreach on properly restraining children to non-English speaking populations.
- Car seat distribution programs through law enforcement initiatives, the PFS network, car seat inspection clinics, and other venues focused on providing car seats to those in need.
- SAFE KIDS Indiana supports a network of coalitions and chapters across the state. They are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.
- Trainings regarding the transportation of children with special health care needs.

Assigned program manager will provide oversight and monitoring of this project.
Budget: $850,000

Project Number: M1X-2016-03-00-00
Project Title: Operation Kids: Next Generation
Description: This project will provide funding to encourage the utilization of the NHTSA Operation KIDS Curriculum for law enforcement. Funding will be provided to law enforcement officers who are current Child Passenger Safety Technicians to conduct this Child Passenger Safety Basic Awareness Course. Conducting this course will improve the understanding of the importance of making child passenger safety enforcement a priority. ICJI believes conducting these courses will also increase the number of LEA participating as permanent fitting stations and child passenger safety technicians.
Assigned program manager will provide oversight and monitoring of this project.
Budget: $15,000

Figure 13: Children Aged 14 and Under Killed in Traffic Collisions 2007-2013



Source: PPI

Pedestrians and Bicyclists

PROBLEM IDENTIFICATION

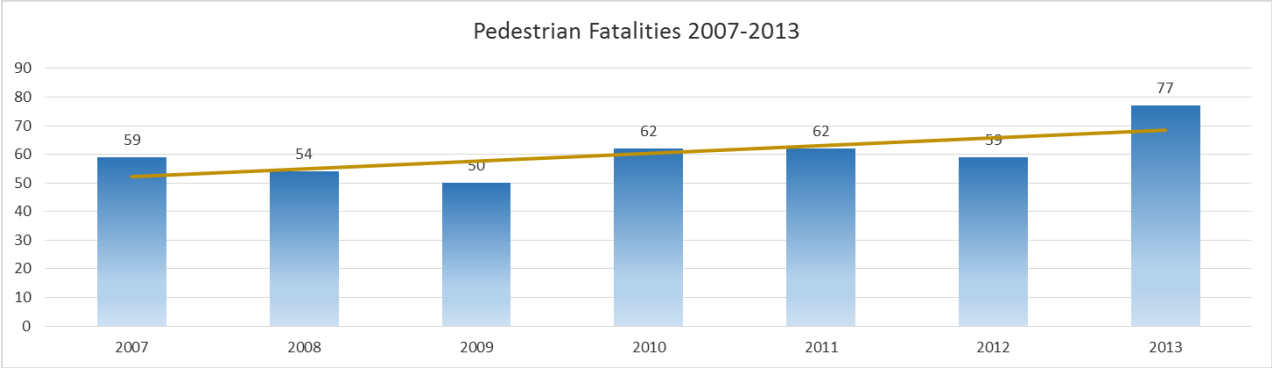
In 2013, there we 2,837 pedestrians and bicyclists involved in traffic collisions. Combined, these groups saw a modest decrease (4.7 percent) in the number of persons involved in collisions. Despite the continual increase in the number of bicyclists and bicycle-friendly areas across the state, bicyclists were involved in 6.5 percent fewer collisions in 2013 compared with 2012. Since they are the most vulnerable group, pedestrians suffered the highest fatality rate of the groups analyzed at 39.3 fatalities per 1,000 involved. Pedestrians aged 25 to 34 and bicyclists ages 8 to 15 involved in collisions had the highest involvement rates of the age groups.[8] The average age of pedestrians and bicyclists involved in vehicle collisions was 32 and 50.0 percent of collisions involving pedestrians and bicyclists occurred during the 6 hour segment 1200-1759.

Project Number: M1X-201-02-00-00
Project Title: Pedestrian Fatalities/Bicyclists and Other Cyclists Fatalities
Description: In FY 2015 ICJI will continue forward with the Innovative Traffic Safety program to address the nonmotorist population. Issues regarding pedestrians and cyclists are diverse and impact communities differently. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY 2015, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combined education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. ICJI feels continued funding would help reduce these numbers further. In FY 2016, ICJI will consider proposals from communities throughout the state to assist in addressing the outcome of their action plan. Assigned program manager will provide oversight and monitoring of this project.
Budget: $100,000

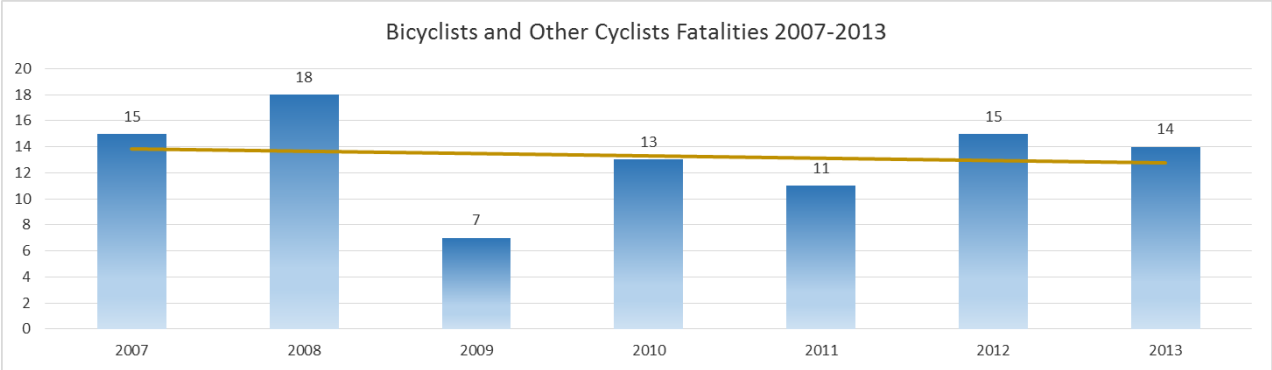
[8] *Indiana Crash Facts, 2013*. (2014). Indiana University Public Policy Institute.

Figure 14: Pedestrian Fatalities 2007-2013



Source: FARS

Figure 15: Bicyclists and Other Cyclists Fatalities 2007-2013



Source: FARS

Figure 16: Occupant Protection Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2016-01-00-00	Program Management	65,000	402
OP-2016-02-00-00	Operation Pull Over	2,640,000	402
M1X-2016-03-00-00	Rural Demonstration Project	80,000	405B
PT-2016-04-00-00 M6OT-2016-01-00-00	Indiana State Police	1,166,000	402 / 405 D
PT-2016-01-00-00	Program Management	65,000	402
M6X-2016-07-00-00	SADD – Teen Traffic Safety	150,000	405 D
State Farm	Rule the Road (RTR) – Teen Traffic Safety	10,000	State Farm
M6X-2016-06-00-00	Underage Drinking – Teen Traffic Safety	220,000	405 D
Ford Driving Skills	Teen Traffic Safety	15,288	Ford
M1X-2016-01-00-00	Children Under 15, Unrestrained (ASP)	850,000	405 B
M1X-2016-02-00-00	Pedestrian and Cyclist Fatalities	100,000	405 B
M1X-2016-03-00-00	Operation Kids: Next Generation	15,000	402
Total All Funds	Excludes State Farm funding for RTR	5,376,288	

State Traffic Safety Information System Improvements

PROBLEM IDENTIFICATION

ICJI has access to an excellent data resource in the ARIES database. These data allow detailed analysis of collision data. Due to analysis limitations at ICJI, the expertise of organizations such as CRS at Purdue University and Indiana University's PPI are needed. Both CRS and PPI provide numerous reports and data for ICJI and/or public consumption. Additional partnerships with IDHS, ISDH, and JTAC provide access to data ICJI would not otherwise possess. Starting in 2016, ICJI will also have access to the software program called Safety Needs and Intervention Programs 2 (SNIP 2). SNIP 2 is a planning analysis software tool to support network screening for traffic safety needs. . In the future SNIP2 will serve as the primary tool for conducting road network screening for safety needs. SNIP2 may also be utilized to conduct systemic safety studies and various forms of traffic safety network planning analysis. The aim of SNIP2 is to assist with effective asset planning and budget utilization for the traffic safety improvement program.

All the projects with these partners seek to (1) improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that States need to identify priorities for national, State and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; (4) create working groups within the TRCC to develop systems for tracking patient data from the crash, to the EMS provider, to the hospital/trauma center destination and to evaluate and make recommendations to bring the State's police Accident Report (PAR) in line with the most recent MMUCC standards, and (5) improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other States and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

Project Number: M3DA-2015-01-00-00
Project Title: Program Management/Traffic Records Coordinator
Description: This project funds the traffic records coordinator, who is responsible for managing Indiana's crash records system, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness and accuracy of crash records.
Budget: $65,000

Project Number: M3DA-2015-03-00-00
Project Title: Indiana Supreme Court - eCWS
Description: This project funds the expansion of Indiana's electronic citation warning system (eCWS). ICJI will allocate funding to partner with local law enforcement agencies to deploy eCWS. Citation data is uploaded into the courts' Odyssey case management system, which can be accessed by ICJI and other state agencies. Funds for this project will be used for agencies to purchase eCWS scanners and printers and increase access to citations in Odyssey. Additionally, funding is used to train representatives from the agencies on how to use the equipment. This project pays for computer server costs, training, and software necessary for the new EMS data registry program's web-based reporting system. Assigned program manager will provide oversight and monitoring of this project.
Budget: $340,000

Project Number: M3DA-2015-02-00-00
Project Title: Purdue University – Center for Road Safety
Description: This project funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications regarding crash, EMS, and hospital inpatient/outpatient

databases. CRS also analyzes results from the observational seat belt usage surveys. This system seeks to link data submitted by EMS providers into CODES. This project aligns Indiana EMS run report data with national NEMSIS requirements. Funding is used for salaries, benefits, indirect costs, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project.
Budget: $120,000

Project Number: TR-2016-01-00-00
Project Title: Indiana University – Public Policy Institute
Description: This project supports services provided by Indiana University's Public Policy Institute (PPI), including the identification of motor vehicle crash trends and creation of Indiana traffic trend fact sheets. Fact sheets contain traffic-related data for these categories: children, motorcycles, drivers, dangerous driving, occupant protection, child passenger safety, trucks, and alcohol. In addition, PPI publishes an annual Indiana crash fact book. ICJI utilizes this information to help set performance measures and distributes it to sub-grantees to incorporate in their grant applications. PPI also provides ICJI with ad hoc data queries when requested. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.
Budget: $350,000

Project Number: M3DA-2015-04-00-00
Project Title: Indiana Department of Homeland Security – EMS Data
Description: This project provides funds to pay for server costs, training, and software necessary for the IDHS EMS Data Registry programs web-based on-line reporting system. This system seeks to link data submitted by EMS providers into CODES. In Indiana there are over 800 EMS providers of which approximately 500 are stand-alone ambulance services, and over 300 are EMS providers that are located in approximately 950 fire departments. This project aligns Indiana EMS run reporting data with national NEMSIS requirements. Assigned program manager will provide oversight and monitoring of this project.
Budget: $105,000

Project Number: M3DA-2015-05-00-00
Project Title: Indiana State Department of Health – Trauma Database
Description: This project funds improvements made to the statewide health trauma database. This data includes intake and discharge data from hospitals regarding injuries resulting from traffic crashes. There are 142 acute-care hospitals in Indiana that ISDH staff will work with to get them all to submit trauma injury data into the registry. This task will pay for trauma registry software, training, data importation, customization costs, software assurance, salary and benefits for an injury epidemiologist, IOT annual housing and maintenance of state SQL server, pilot rural hospital expansion of registry project (including training/travel, user group meetings, hardware/software upgrade costs for some hospitals, and the purchase of annual maintenance of software from selected vendors). Assigned program manager will provide oversight and monitoring of this project.
Budget: $170,252

Figure 17: State Traffic Safety Information System Improvements Program and Budget Summary

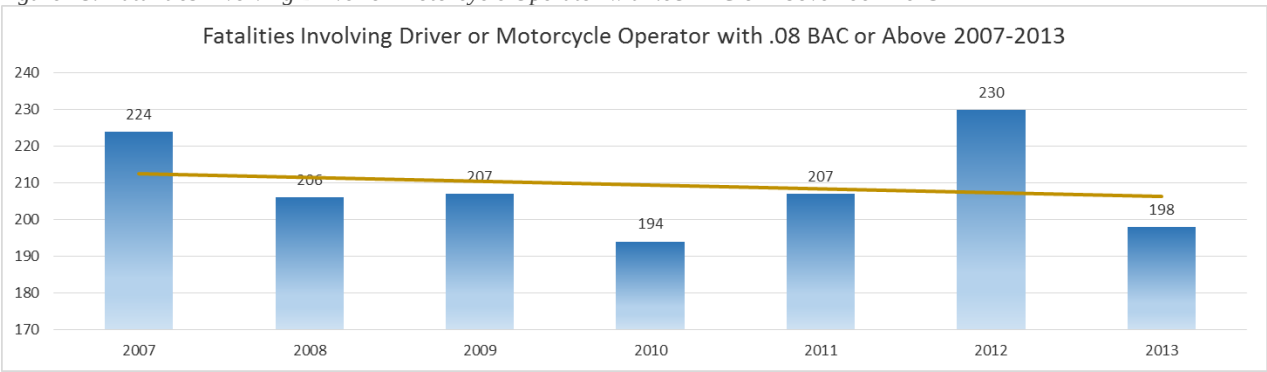
Project Number	Project Title	Budget	Budget Source
M3DA-2015-01-00-00	Program Mgmt / Traffic Records Coordinator	65,000	405 C
M3DA-2015-03-00-00	Supreme Court - eCWS	340,000	405 C
M3DA-2015-02-00-00	Purdue University – Center for Road Safety	120,,000	405 C
TR-2016-01-00-00	Indiana University – PPI	350,000	402
M3DA-2015-04-00-00	Dept. of Homeland Security – EMS Data	105,000	405 C
M3DA-2015-05-00-00	Dept. of Health – Trauma Database	170,252	405 C
Total All Funds		1,492,296	

Impaired Driving

PROBLEM IDENTIFICATION

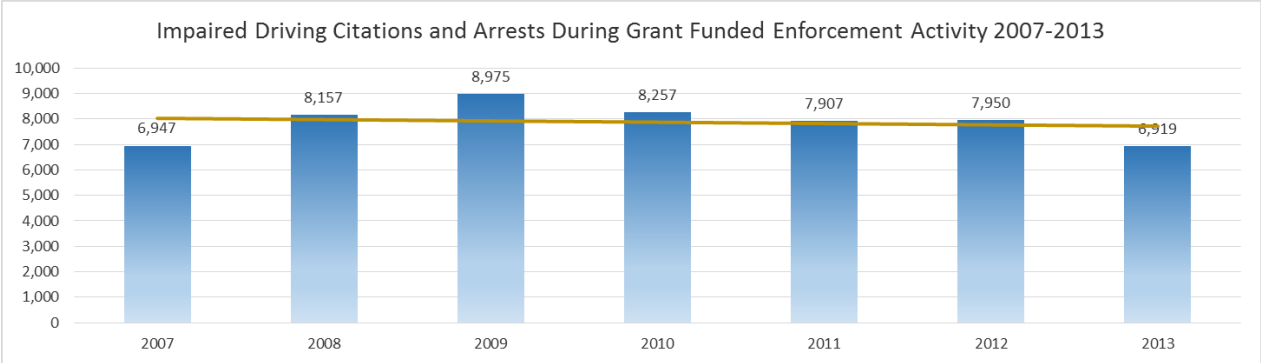
On average, from 2007 through 2013, approximately 27 percent of traffic fatalities have involved an alcohol-impaired driver or motorcycle operator. The seven-year high is 29.8 percent (2009) and the seven-year low is 24.9 percent (2007). The rate of 0.08+ BAC impaired driving fatalities per 100 MVMT has trended downward from 2007 through 2013 with a seven-year mean of 0.27. Of the 783 fatalities in 2013, 198 (25 percent) were the result of impaired driving. The number of impaired driving citations and arrests during grant-funded enforcement activities 2007 through 2013 remained relatively steady, averaging just under 8,000 per year. Just over half of alcohol-impaired collisions occurred in just 12 percent of Indiana's counties. Drivers in the 21-24 age category were involved in alcohol-related collisions at a significantly higher rates than other age groups (240.5 per 100,000 population, compared with the second-highest age category, 25-34, at 166.7 per 100,000 population). The likelihood of alcohol-impaired fatal collisions was greatest in suburban areas in 2013, where 17 percent of fatal collisions involved at least one alcohol-impaired driver

Figure 18: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2007-2013



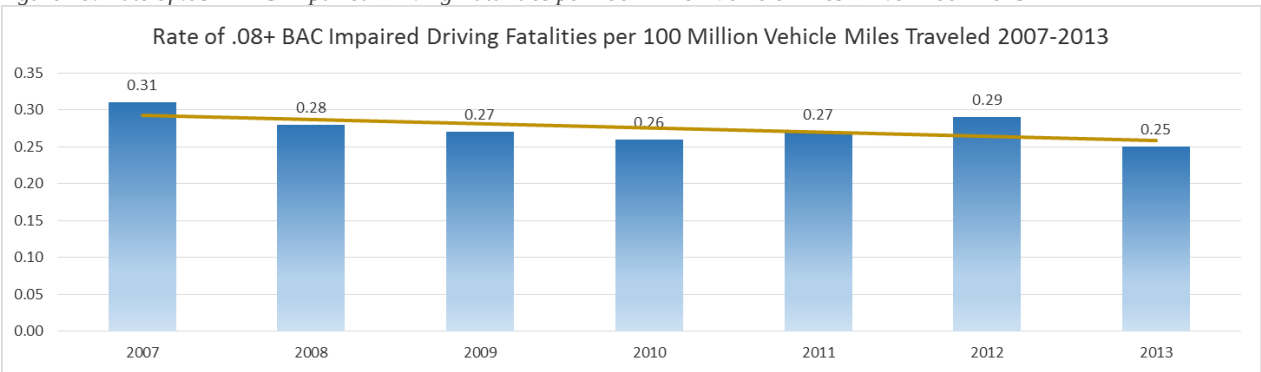
Source: FARS

Figure 19: Impaired Driving Citations & Arrests During Grant-Funded Enforcement Activities 2007-2013



Source: FARS

Figure 20: Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Driven 2007-2013



Source: FARS

Performance Measures and Targets:

Outcome Measure		Annual Figures							3 Year Average	*Targets*				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	*2013^*	*2014*	*2015*	*2016*	Data Source
C-5	***Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above***	224	206	207	194	207	228	198	212	*205*	*207*	*203*	*199*	FARS
13	****Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement***	6,947	8,157	8,975	8,257	7,907	7,950	2,316	6,058	-	-	-	-	OPO
18	***Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled***	0.31	0.28	0.27	0.26	0.27	0.29	0.25	0.27	*0.36*^*	*0.36*^*	*0.35*^*	*.035^**	FARS

See Figure 2 on page 9 for notations

Project Number: M6X-2016-01-00-00
Project Title: Program Management
Description: This project funds a program manager to coordinate, monitor, and administer impaired driving countermeasure grants. Program manager responsibilities include monitoring sub-grantees for compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of impaired

driving laws. The program manager uses the OPO database as well as PPI and LEL recommendations to develop impaired driving countermeasures, such as sobriety checkpoints, to lower the occurrence of drunk driving crashes. The program manager also works closely with the LELs to direct targeted training opportunities for officers in the field. This project provides funds for the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars.
Budget: $65,000

Project Number: M6X-2016-09-00-01
Project Title: DUI Enforcement (DUI Task Force Indiana)
Description: This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by sub-grantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. There may be limited funding available to agencies for reconstruction training and prosecutor salaries to cover the costs of going to the scene of fatal crashes or training officers to improve procedures. Located in counties with high levels of impaired driver crashes, sub-grantees will conduct high visibility enforcement during three statewide blitzes. Saturation patrols and sobriety checkpoints will also be performed. These high visibility enforcement activities will also include impaired motorcyclists. In FY 2016, ICJI plans to provide funding to 35 DUI task forces this is an increase of 2 from FY 2015. Assigned program manager will provide oversight and monitoring of this project.
Budget: $1,550,000

Project Number: M6X-2016-09-00-01
Project Title: Drugged Driving Enforcement
Description: This project funds overtime pay to officers participating in drugged driving enforcement initiatives in Indiana. There are approximately 150 Drug Recognition Experts (DRE's) in Indiana. As specially trained officers, DRE's are able to recognize drivers that are under the influence of drugs; which are often different than the more easily recognized and studied effects of alcohol. Using funding set aside for DRE traffic enforcement, these officers will be detailed to areas with high occurrences of drug use; funding will be made available to those departments with trained DRE's.

Recommended funding levels will be based on the amount of DRE's per department and will only be allowed to be used toward drugged driving countermeasures by those officers with specialized training in drug recognition. This task will be a year-long enforcement campaign managed by the Impaired Driving Program Manager within the Traffic Safety Division."
Budget $150,000

Project Number: M1X-2016-04-00-01
Project Title: High Visibility Enforcement (HVE) Motorcycle Enforcement
Description: Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. Correspondingly, motorcycle fatalities have increased to the highest levels since the late 1970s with a spike of 151 in 2012. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle contribute to these types of crashes. For the majority of these crashes the testing status for alcohol/drugs in the crash report show "pending" or "no test given". This can leave a false impression of the true cause of these crashes. While a major contributing factor might be speed, left road, etc., the true cause of the crash was the operator's impaired judgment brought about by the intoxicants in his/her system. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure.

Indiana State Police data on impaired rider fatalities over the past eight years clearly indicate two areas of the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St.Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson and northwest Shelby counties. In addition to other local events, local law enforcement agencies in these communities will be recruited to conduct an HVE campaign at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides.
Budget: $65,000

Project Number: M6X-2016-04-00-00
Project Title: Standard Field Sobriety Test (SFST)/Drug Recognition Expert (DRE) Program
Description: This project provides funding for SFST training. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. Assigned program manager will provide oversight and monitoring of this project.

Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) programs also are funded by this project. These programs provide officer training to better recognize drug-impaired drivers. ARIDE trainings provide officers an introduction into drug-impaired driving detection. Indiana currently uses ARIDE training as pre-training for the DRE program. DRE certification courses are available to officers. The training consists of nine days of classroom instruction in the areas of physiology, onset and duration of drug impairment, signs and symptoms of drugs, and the administration and interpretation of the 12-step test used in the drug recognition process. Following the classroom portion DRE trainees are required to evaluate several drug impaired individuals to demonstrate the officer's grasp of material and worthiness for certification. This project pays for a SFST/DRE coordinator to instruct trainings. Assigned program manager will provide oversight and monitoring of this project.
Budget: $200,000

Project Number: M6X-2015-06-00-00
Project Title: Traffic Safety Resource Prosecutor
Description: This project provides funds for Indiana's Traffic Safety Resource Prosecutor (TSRP) to train law enforcement officers and prosecuting attorneys on effective methods of investigating and prosecuting traffic violators, with an emphasis on impaired driving. The TSRP holds multiple trainings requiring a minimum of 20 attendees per session throughout the year. The TSRP is available to officers and prosecutors for consultations regarding traffic offense cases. The TSRP also reviews proposed traffic safety legislation. The TSRP attends ICJI's annual law enforcement update meetings every summer. This project will provide the TSRP's salary, benefits, travel, training costs, and one support staff. Assigned program manager will provide oversight and monitoring of this project.
Budget: $185,000

Project Number: AL-2016-03-00-00
Project Title: Ignition Interlock
Description: This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock law to judges and judiciary staff across the state. Assigned program manager will provide oversight and monitoring of this project.
Budget: $37,000

Figure 21: Impaired Driving Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
M6X-2016-01-00-00	Program Management	65,000	405 D
164AL-2016-01-00-00	DUI Enforcement	775,000	164 Penalty
M6X-2016-01-00-00	DUI Enforcement	775,000	405D
M6X-2016-01-00-00	Drugged Driving Enforcement	150,000	405D
M6X-2016-04-00-00	SFST/DRE Program	180,000	405 D
M6X-2016-05-00-00	Traffic Safety Resource Prosecutor	185,000	405 D
AL-2016-03-00-00	Ignition Interlock	37,000	402
M6X-2016-10-00-01	Motorcycle HVE (May to August)	65,000	405 D
Total All Funds		2,232,000	

Motorcyclist Safety

PROBLEM IDENTIFICATION

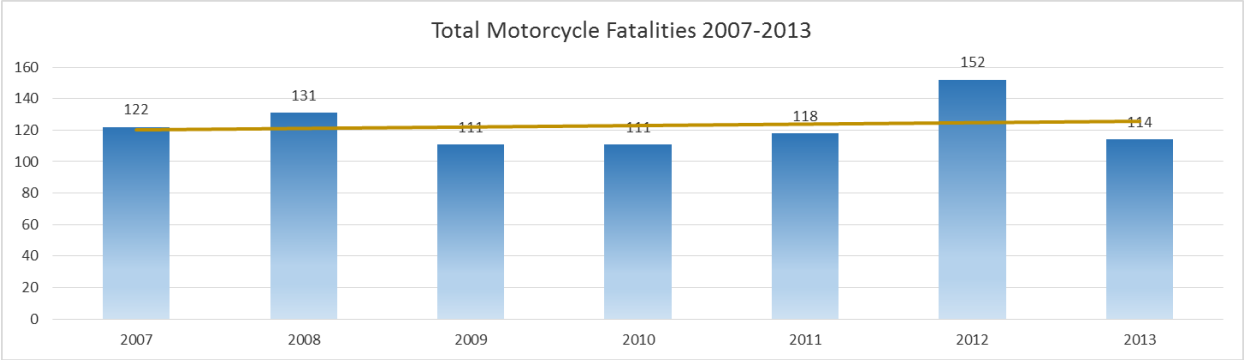
In 2013, there were 118 motorcycle fatalities. This is a 2.4 percent decrease from 2007 and nearly 28 percent decrease from 2012. The number of incapacitating injuries also decreased, with 575 incapacitating injuries in 2013 compared to 614 in 2012. Collisions involving motorcycles predominately occurred during clear weather conditions, on straight/level roads, on local/city roads, and during daylight hours. Unhelmeted riders experienced higher fatal (3.4) and incapacitating injury rates (16.5) compared with those wearing helmets (1.9 percent 14.2 percent, respectively). While motorcycle fatalities per 100,000 registrations increased by 18 percent from 2011 to 2012, there has been a decrease of nearly nine percent since 2006 with a seven-year mean of 65.04. The average age of motorcycle operator involved in a collision in 2013 was 41. Nearly half (46.4 percent) of all motorcycle collisions occurred during the 6 hour segment of 1200-1759. "Failure to yield right of way", "Ran off road right", and "Following too closely" were listed as the primary factor in 44.8 percent of motorcycle crashes. Just under half (49.5percent) of all motorcycle crashes occurred in only 13 percent of Indiana counties.

Performance Targets and Measures:

Outcome Measure		Annual Figures							3 Year Average	*Targets*				
		2007	2008	2009	2010	2011	2012	2013	2011-2013	*2013^*	*2014*	*2015*	*2016*	Data Source
C-7	***Total Motorcycle Fatalities***	122	131	111	111	118	152	114	128	*124*	*125*	*123*	*120*	FARS
C-8	***Unhelmeted Motorcycle Fatalities***	95	95	84	88	95	116	82	98	*98*	*96*	*94*	*92*	FARS
17	***Motorcycle Fatalities per 100k Registrations***	82.69	63.91	54.15	54.15	57.73	68.13	52.14	59.33	*63*^*	*62*^*	*62*^*	*62^^*	FARS

See Figure 2 on page 9 for notations

Figure 22: Total Motorcycle Fatalities 2007-2013



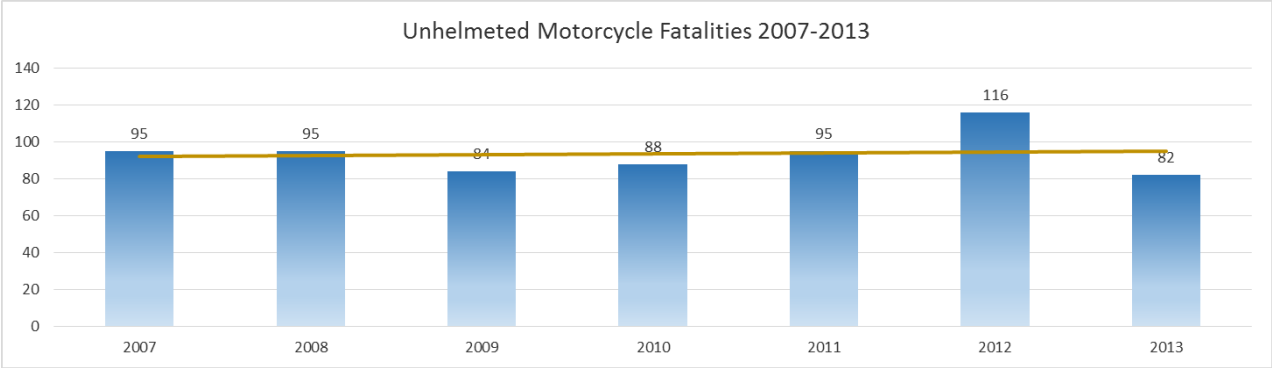
Source: FARS

Project Number: M9X-2016-01-00-00
Project Title: Media/Public Awareness Campaign
Description: This project will pay for the purchase of radio and online ads, the production of printed materials, partnerships with rider events, and any other necessary media related to motorcycle safety and motorist awareness. Media messaging is aimed at riders to educate them about how to complete rider training courses, become properly licensed, and encourage riding sober i.e.: "Ride Sober or Get Pulled Over." ICJI previously purchased significant motorcyclist safety marketing featuring Moto GP star Nicky Hayden which is still regularly used by ABATE in monthly publications. This marketing emphasizes wearing proper safety equipment, including a helmet, at all times when riding on motorcycles. Areas reporting a large number of un-helmeted motorcyclist fatalities will also receive additional focus.

In conjunction with our Governor's proclamation of May as Motorcycle Safety Awareness Month in Indiana, earned media including radio, television and social blog promotes awareness of motorcycle presence and safety at a kickoff event held at Monument Circle at the center of Indianapolis. Displaying yard signs and banners with the slogan "Save A Life, Be Aware -Motorcycles Are Everywhere," at this event and various "mayor's rides" in high crash rate counties throughout the northwestern corner of the state such as Lake, Porter, LaPorte, and St. Joseph counties, provides a reminder to the general public that riding season is starting and promotes awareness of the growing motorcycle presence during the coming months.

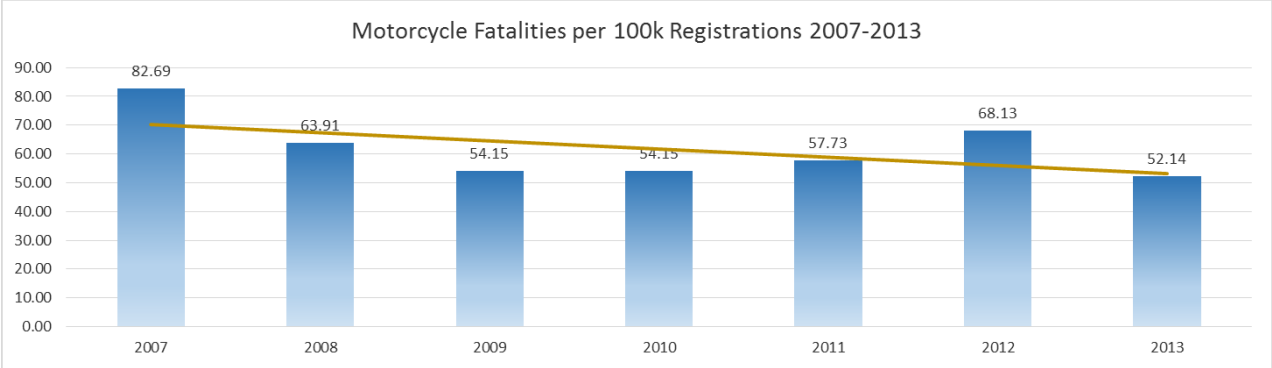
All motorcycle marketing and media will be strategic and focus on areas with the highest number of motorcycle collision and fatalities/highest number of motorcycle registrations, reaching riders and the general public in these targeted areas. In high motorcycle registration counties/areas, there will be specific paid media, including traditional and digital, containing the message "Save A Life, Be Aware - Motorcycles Are Everywhere", "Look Out for Motorcycles," etc. to build awareness of motorcycle presence to general motorists. Assigned program manager will provide oversight and monitoring of this project.
Budget: $150,000

Figure 23: Unhelmeted Motorcycle Fatalities 2007-2013



Source: FARS

Figure 24: Motorcycle Fatalities per 100k Registrations 2007-2013



Source: FARS

Figure 25: Motorcyclist Safety Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
M9X-2016-01-00-00	Media/Public Awareness Campaign	150,000	405 F
Total All Funds		150,000	

Planning and Administration

Project Number: PA-2016-01-00-00
Project Title: Planning and Administration
Description: The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety director and staff as well as a research associate. The ICJI executive director, deputy director, and legal staff will also bill hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.
Budget: $320,000

Figure 26: Planning and Administration Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2016-01-00-00	Planning and Administration	320,000	402
Total All Funds		320,000	

Strategic Communications Plan

ICJI will continue its effective efforts in targeting audiences to communicate messaging for occupant protection; motorcycle safety and awareness; child passenger safety; young drivers; impaired driving; dangerous driving; and bicyclist and pedestrian safety.

In addition to supplementing national messages, ICJI will place special emphasis on earned media. ICJI's plan works with local law enforcement and non-profit agencies to localize messages. Experience has shown local media are much more receptive to speaking with representatives in their local community than simply publishing a media release from the state agency..

This year, ICJI will focus our efforts along an EKG styled communications plan (see *"ICJI Messaging EKG"* shown under the Communications Calendar section). By creating a consistent digital effort throughout the year, with focused spikes during targeted times, ICJI will continuously drive home messaging, while drawing increased direct attention during concentrated periods – thus, strengthening overall message retention and effectiveness.

Further, ICJI will use more digital and social media messaging to reach audiences ages 35 and younger. Studies have shown this demographic does not consume traditional media, and rely instead on their mobile devices to receive information. ICJI will continue using some traditional media, primarily radio, but since driving habits are developed at a young age, it's important to place a heavier emphasis on digital and social media channels.

Objectives

- Reduce the number of traffic collisions, injuries, and fatalities that result from impaired driving and motorcycle riding, speeding, improper restraint use, and distracted and aggressive driving – by utilizing highly targeted digital media, social media, radio, and earned media, which is effectively communicated;

- Raise awareness of national traffic safety campaigns through statewide paid media (primarily digital, social and radio), in conjunction with localized earned media. These efforts will publicize statewide HVE efforts;

- Build and sustain partnerships with key individuals and organizations to maintain awareness, between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods;

- Plan and execute a series of communication activities which effectively convey the dangers and consequences of impaired, dangerous, and distracted driving behaviors, in addition to increasing seat belt usage. Paid and earned media exposure will successfully heighten awareness and increase positive behavioral change;

- Maintain an integrated calendar of paid and earned media events.

Key Messages and Target Audiences

Occupant Protection
Target Audiences:

- Primary – White males, 18 to 34 years old; male teens, ages 15 to 17
- Secondary – Latino males, ages 18 to 34
- Tertiary – African American males, ages 18 to 34

Key Message
- Click It or Ticket

Motorcycle Safety and Awareness
Target Audiences
- Young males, ages 18 to 24; males, ages 40-55

Key Messages
- Ride Sober or Get Pulled Over
- Get Legal, Get Licensed
- Be Aware, Motorcycles Are Everywhere

Child Passenger Safety
Target Audiences
- Primary – Parents and caregivers who transport children up to age 13
- Secondary – Latino parents

Key Messages
- Visit ChildSeat.in.gov
- Protect Your Precious Cargo

Young Driver Safety
Target Audiences
- Primary – Teen and college drivers ages 15 to 24
- Secondary – Parents of newly licensed drivers

Key Messages
- Drive Now. TXT L8R

Bicyclist and Pedestrian Safety
Target Audiences
- Primary – All Hoosiers, particularly adults who use alternative forms of transportation

Key Messages
- Share the Road

Dangerous and Distracted Driving
Target Audiences
- Primary – All drivers ages 15 to 45

Key Messages
- Drive Now. TXT L8R

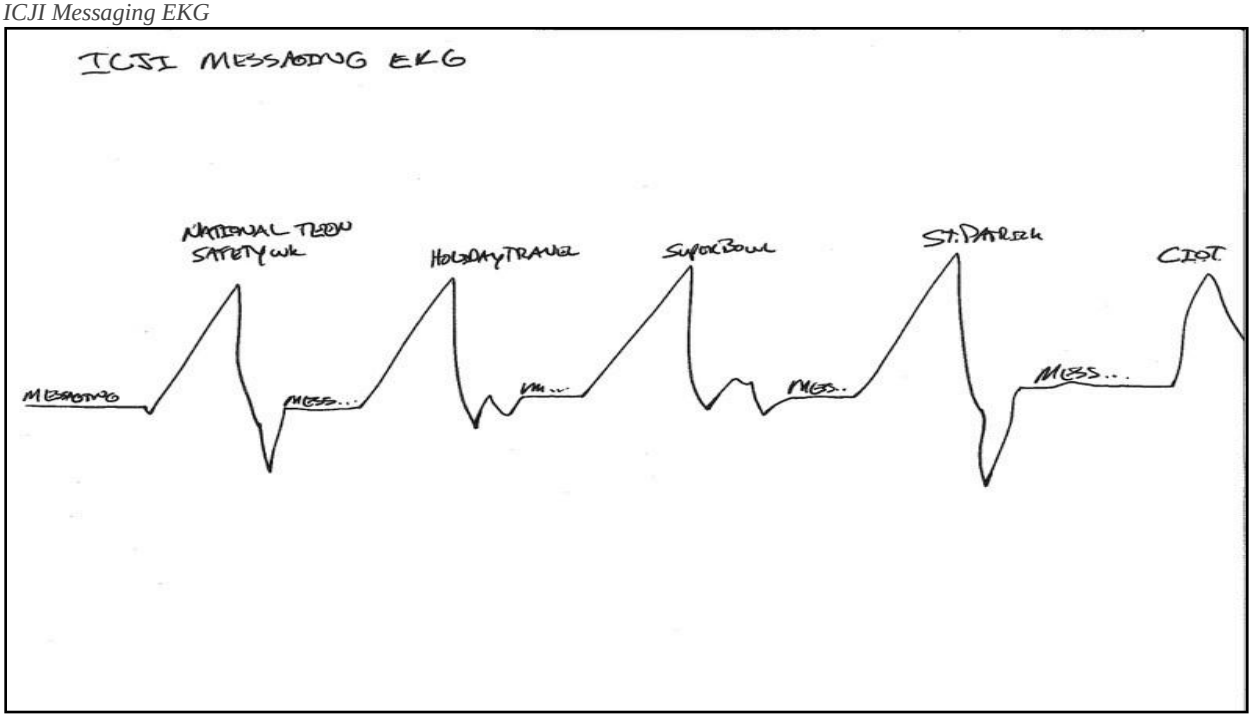
Impaired Driving and Riding
Target Audiences
- Primary – While males, ages 25 to 54
- Secondary – Young men, ages 21 to 24
- Tertiary – Young women, ages 21 to 44

Key Messages
- Drive Sober or Get Pulled Over
- Ride Sober or Get Pulled Over (Motorcycles)

Communications Calendar

While a budget is provided for specific objectives/flight periods, ICJI would look to streamline funds falling under similar messaging (i.e. Impaired Driving, Buckle Up, etc.), creating a consistent digital effort throughout the year, with focused spikes during targeted times. This sustained strategy (shown below, labeled *"ICJI Messaging EKG")* enables ICJI to continuously drive home messaging, while drawing increased direct attention during concentrated periods – thus, strengthening overall message retention and effectiveness.

ICJI Messaging EKG



Ongoing/Season Long

Dangerous and Distracted Driving, Seat Belt Usage, Drive Sober or Get Pulled Over, Drive Now. TXT L8R (August 2015-March 2016)

Paid Media:

- Digital signage and exposure
- Announcements at venue
- Radio advertising during events
- Partnership contests
- Home game booth space
- Onsite mascot/personality visits

With nearly 1.5 million fans who attend, watch, or listen to games, the Indianapolis Colts are among the most popular sports team in Indiana. This partnership provides the opportunity to expose fans to multiple messages throughout the season, while expanding through relevant social media and more traditional channels – furthering our reach across multiple demographics. The availability for onsite mascot/personality visits, and game day booth space at multiple games, increases messaging exposure, and provides more draw for media involvement at possible partner events (i.e. with Indiana SADD, Automotive Safety Program, etc.)

Budget: $50,000

Drive Sober or Get Pulled Over and Drive Now. TXT L8R (October 2015-September 2016)
Paid Media:

- Signage
- Announcements at venue
- Radio advertising during events

With more than two million annual customers, this is the busiest public building in Indiana. The message on the way in is "Drive Sober or Get Pulled Over." The message on at the exits will be "Drive Now. TXT L8R." ICJI will work with local law enforcement on additional street manpower after events.
Budget: $60,000

October 2015
Dangerous and Distracted Driving (October 2015)
Paid Media

- Magazine Ads - IBJ

Each year every college junior and senior receives the "GRAD" publication. The publication has the full support of every college president (public and private institutions) in the state. The articles about scholarships, internships, job placement, etc. are relevant and most students read the publication. This year they are also offering an online version of the magazine for digital enhancement and reach. The ads will emphasize the importance of not driving distracted.
Budget: $11,500

National Teen Driver Safety Week
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Budget: $150,000

Halloween
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Budget: $100,000

Local / Regional Events (October 2015-November 2015)
Drive Sober or Get Pulled Over and Click It or Ticket
Earned Media:

- Customized media releases for each participating agency

Many areas have fall festivals and other activities. Based on local needs, ICJI will provide local law enforcement with boilerplate media releases emphasizing one or both of these messages.

November 2015
Safe Family Travel (Thanksgiving)
Impaired Driving & Buckle Up
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Budget: $100,000

December 2015
Winter Holiday Travel (December 2015-January 2016)
Impaired Driving & Buckle Up
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Local events in larger media markets
Budget: $300,000

February 2016
February 2016
Super Bowl
Impaired Driving
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Budget: $100,000

March 2016
St. Patrick's Day
Impaired Driving
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Budget: $100,000

April 2016
Distracted Driving Awareness Month
Create campaign on the dangers of distracted driving – "this is *my* story."
Earned media work plan
- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:
- Social Media
- Radio
- Digital

Budget: $500,000

Drive Now. TXT L8R
Paid media work plan:
- Social Media

This is a contest where high school and college students post messages and create videos about the dangers of texting and driving. Winners receive money in their 529 savings accounts to use for their post-secondary education. This is in conjunction with distracted driving awareness month.
Budget: $150,000

Motorcycle Safety and Awareness (Late April 2016 - early May 2016)
Earned media work plan
- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:
- Social Media
- Radio
- Digital

Budget: $200,000

May 2016
Click It or Ticket
Earned media work plan
- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:
- Social Media
- Radio
- Digital

Budget: $300,000

Cinco de Mayo
Impaired Driving
Earned media work plan
- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:
- Social Media

- Radio
- Digital

Budget: $100,000

Bicycle Safety Month
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Local events in larger media markets
Budget: $200,000

June 2016
Miracle Ride for Riley Hospital
Paid Sponsorship
Key Messages: "Ride Sober or Get Pulled Over" and "Get Legal. Get Licensed"
This event draws 7,000+ motorcyclists from across the state. As a title sponsor, the "Get Legal. Get Licensed" message is prominent on participant t-shirts, PSAs played at the venue, and with the motorcycle that is given away as the top prize at the three-day event. State funds will be utilized if prizes and t-shirts are not donated.
Budget: $50,000

July 2016
Dangerous Driving Enforcement
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

July Fourth Holiday
Impaired Driving
Earned media work plan

- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:

- Social Media
- Radio
- Digital

Local events in larger media markets
Budget: $100,000

Teen Safety & Distracted Driving
Paid Media

- Magazine Ads - IBJ

Each year over 230,000 high school juniors and seniors receive the "NEXT" publication. The publication has the support of Indiana's 520 highs schools (public and private). The articles about scholarships, internships, job placement, etc. are relevant and most students read the publication. This year they are also

offering an online version of the magazine for digital enhancement and reach. The ads will emphasize the importance of teen safety and not driving distracted.
Budget: $11,500

August 2016
Back to School Safety Month
Earned media work plan
- Customized media releases for each participating agency
- Local events in larger media markets

Drive Sober or Get Pulled Over
Earned media work plan
- Customized media releases for each participating agency
- Local events in larger media markets

Paid media work plan:
- Social Media
- Radio
- Digital

Local events in larger media markets
Budget: $325,000

September 2016
Child Passenger Safety Week
Paid media work plan:
- Social Media
- Radio

Local events in larger media markets
Budget: $150,000

Child Passenger Safety & Seat Belt Usage
Paid Media
- Magazine Ads - IBJ

Each year 75,000 adult students in Indiana receive the "Career Ready" publication. The publication is focused towards the non-traditional students attending mostly community colleges. The articles about vocational education, financial aid, job search and career info are extremely relevant. This year they are also offering an online version of the magazine for digital enhancement and reach. The ads will emphasize the importance of child passenger safety and seat belt usage.
Budget: $11,500

Paid media are planned for enforcement periods and special initiatives.

FY2016 Paid Media Flights and Dates
Exact dates will be determined once the national 2016 promotion schedule is announced
Drive Now. TXT LTR (October 2015)
Teen Safety Week (October 2015)
Impaired Driving (October-December 2015, January-March 2016, July 2016)
Buckle Up (November 2015-January 2016)
Drive Now. TXT L8R (April 2016)
Distracted Driving Month (April 2016)
Motorcycle Safety and Awareness (Late April 2016 - early May 2016)

Bicycle Safety Month (May 2016)
Click It or Ticket (May 2016)
Drive Sober or Get Pulled Over (August 2016)
Child Passenger Safety (September 2016)

ICJI will partner with key organizations to meet message objectives. This includes the Automotive Safety Partnership, Miracle Ride for Riley Hospital, ABATE and other key groups that can assist in getting message(s) to targeted audiences. ICJI will utilize Vocus, or a similar company, as the traditional and social media monitoring service. In addition, the vendor will provide us with updated media lists. ICJI shares these lists with local partners so they can extend their messaging reach. Additionally, when appropriate, ICJI will hold media events with our partners, to further expand messaging.

The communications budget also helps to pay for a portion of ICJI Communications Director's salary. A portion of the Communications Director's time is spend on traffic safety related media.

The Special Projects and Productions provides a small amount of funding for marketing materials related to any special events occurring during FY 2016. This also provides the available funding for any traffic safety ad hoc marketing and needed materials.

Figure 27: Communications Budget Summary

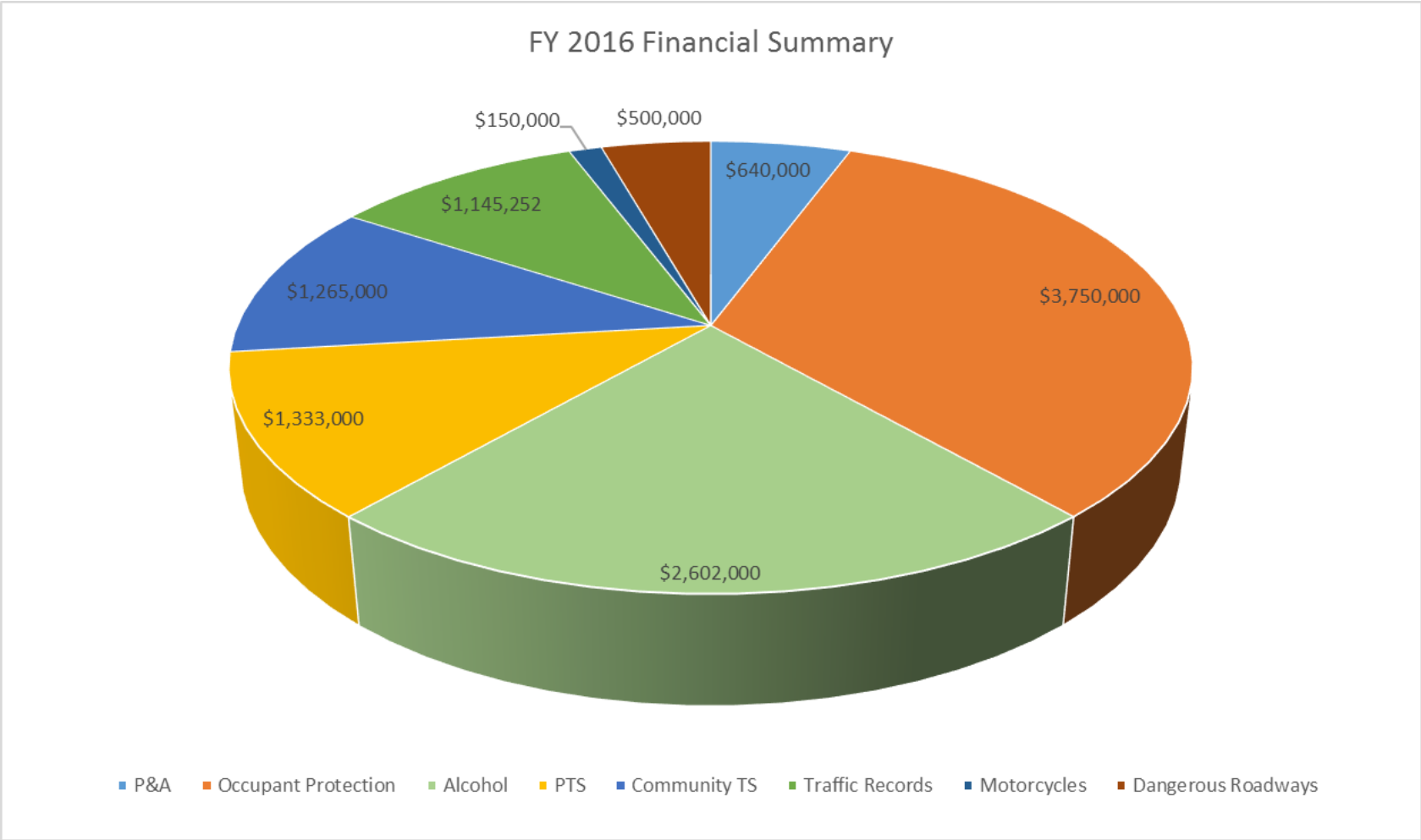
Project	402	405 D - Impaired Driving	405 F - Motorcycle
Staff Salaries	$ 30,000		
Drive Sober or Get Pulled Over/Drive Now. TXT L8R - Bankers Life Fieldhouse Program (October 2015-September 2016)	$ 30,000	$ 30,000	
Dangerous and Distracted Driving, Seat Belt Usage, Drive Sober or Get Pulled Over, and Drive Now. TXT L8R - Indianapolis Colts Partnership (August 2015-March 2016)	$ 25,000	$ 25,000	
Dangerous and Distracted Distracted Driving, Teen Safety, Child Passenger Safety and Seat Belt Usage Ads (October 2015, July 2016, and September 2016)	$ 35,000		
Teen Safety Week (October 2015)	$ 200,000		
Imparied Driving & Buckle Up Holiday/Travel Awareness (October-December 2015, January-March 2016, July 2016)	$ 425,000	$ 425,000	$ 50,000
Distracted Driving Month - Created Campaign,"this is *my* story"	$ 500,000		
Drive Now. TXT L8R - Social Media Contest (April 2016)	$ 150,000		
Motorcycle Safety and Awareness (April-May 2016)			$ 200,000
Bicycle Safety Month	$ 300,000		
Click It or Ticket (May 2016)	$ 300,000		
Miracle Ride for Riley Hospital (June 2016)			$ 50,000
Drive Sober or Get Pulled Over (August 2016)		$ 325,000	
Child Passenger Safety (September 2016)	$ 200,000		
Special Projects and Productions	$ 10,000		
Subtotals	**$ 2,205,000**	**$ 805,000**	**$ 300,000**
Grandtotals		**$ 3,310,000**	

Financial Summary

Figure 28: Program Cost Detail

Indiana Program Cost Summary	2016	406	402	405D	405B	405F	405C	164	Total	State	Total
FY2016 Programs	Budget	Primary Seat Belt	General	Impaired Driving	Child Pass/Seat Belts	Motorcycle	Traffic Records		Fed.Funds	Hard Match	Federal & State
Planning and Administrative (P&A)											
Planning & Administration-Federal	320,000		320,000						320,000		320,000
Planning & Administration-State	320,000								0	320,000	320,000
Sub-total P&A	640,000	0	320,000	0	0	0	0	0	320,000	320,000	640,000
Section II: Occupancy Protection											
Program Management	65,000		65,000						65,000		65,000
Automotive Safety Program	850,000				850,000				850,000		850,000
Seat Belt Enforcement (OPO)/Peds/Bikes	2,640,000		2,640,000						2,640,000		2,640,000
Pedestrian/Bicycle	100,000				100,000				100,000		100,000
Rural Demonstration Project (RDP)	80,000				80,000				80,000		80,000
Operation Kids: Next Generation	15,000		15,000						15,000		15,000
Media / Communications Division	1,720,000		1,720,000						1,720,000		1,720,000
Sub-total Occ Protection	5,470,000	0	4,440,000	0	1,030,000	0	0	0	5,470,000	0	5,470,000
Section III: Alcohol											
Program Management	65,000			65,000					65,000		65,000
Enforcement (DUI Task Force)	1,550,000			100,875				1,449,125	1,550,000		1,550,000
Drugged Driving Enforcement	150,000			150,000					150,000		150,000
Motorcycle HVE	65,000			65,000					65,000		65,000
Ignition Interlock Pilot	37,000		37,000						37,000		37,000
Law Enforcement Training Board (SFST/DRE)	180,000			180,000					180,000		180,000
Traffic Safety Resource Prosecutor	185,000			185,000					185,000		185,000
Excise Police	220,000			220,000					220,000		220,000
SADD	150,000			150,000					150,000		150,000
Media / Communications Division	1,310,000		455,000	805,000		50,000			1,310,000		1,310,000
Sub-total Alcohol	3,912,000	0	492,000	1,920,875	0	50,000	0	1,449,125	3,912,000	0	3,912,000
Section IV: PTS											
Program Management	65,000		65,000						65,000		65,000
Statewide Training	7,000		7,000						7,000		7,000
OPO Success Awards	95,000		95,000						95,000		95,000
Indiana State Police	1,166,000	0	566,000	600,000					1,166,000		1,166,000
Sub-total PTS	1,333,000	0	733,000	600,000	0	0	0	0	1,333,000	0	1,333,000
Section V: Community TS											
LEL Program	465,000		465,000						465,000		465,000
Sub-total Community TS	465,000	0	465,000	0	0	0	0	0	465,000	0	465,000
Section VI: Traffic Records/ Research											
Program Management	65,000						65,000		65,000		65,000
PPI	350,000		350,000						350,000		350,000
Purdue University/ CMS	115,000						115,000		115,000		115,000
JTAC	340,000						340,000		340,000		340,000
DHS	105,000						105,000		105,000		105,000
ISDH	170,252						170,252		170,252		170,252
Sub-total Traffic Records	1,145,252	0	350,000	0	0	0	795,252	0	1,145,252	0	1,145,252
Section VII: Motorcycles											
Media / Public Awareness Campaign	250,000					250,000			250,000		250,000
Sub-total Motorcycles	250,000	0	0	0	0	250,000	0	0	250,000	0	250,000
Section VIII: Dangerous Roadways											
Operation Centipede	500,000			500,000					500,000		500,000
Sub-total Dangerous Roadways	500,000			500,000					500,000	0	500,000
Total 2015 Budget Expenditures	13,715,252		6,800,000	3,020,875	1,030,000	300,000	795,252	1,449,125	13,395,252	320,000	13,715,252

Figure 29: Financial Summary Graph



Highway Safety Program Cost Summary (HS-217)						
Program Area	Approved Program Costs	State/Local Funds (Match)	Federally Funded Programs			Federal Share to Local (minimum)*
			Previous Balance	Increase/Decrease (New Award)	Current Balance	
402 TOTAL	**$5,225,000**	**$1,298,000**	**$2,710,398**	**$4,613,718**	**$7,324,116**	**$2,929,646**
Planning and Administration^	$640,000					
Program Management	$65,000					
Seat Belt Enforcement (OPO)	$2,640,000					
Ignition Interlock Pilot	$37,000					
Program Management	$65,000					
Statewide Training	$7,000					
OPO Success Awards	$95,000					
Indiana State Police	$566,000					
LEL Program	$465,000					
Media / Communications Division	$600,000					
IU's Public Policy Institute	$350,000					
Operation KIDS	$15,000					
405 D TOTAL	**$2,415,875**	**$483,175**	**$2,270,726**	**$2,981,938**	**$5,252,664**	**$2,101,066**
Program Management	$65,000					
Enforcement (DUI Task Force)	$100,875					
Drugged Driving	$150,000					
Law Enforcement Training Board (SFST/DRE)	$180,000					
Traffic Safety Resource Prosecutor	$185,000					
Excise Police	$220,000					
SADD	$150,000					
Indiana State Police	$600,000					
Media / Communications Division	$200,000					
Operation Centipede	$500,000					
Motorcycle HVE (May to August)	$65,000					
405 B TOTAL	**$1,030,000**	**$206,000**	**$1,005,996**	**$965,077**	**$1,971,073**	**$788,429**
Automotive Safety Program	$850,000					
Pedestrian / Bicycle	$100,000					
Rural Demonstration Project (RDP)	$80,000					
405 F TOTAL	**$150,000**	**$30,000**	**$188,710**	**$94,071**	**$282,781**	**$113,112**
Media / Public Awareness Campaign	$150,000					
405 C TOTAL	**$795,252**	**$159,050**	**$1,791,232**	**$1,110,189**	**$2,901,421**	**$1,160,568**
Program Management	$65,000					
Purdue University / CODES	$115,000					
JTAC	$340,000					
Dept Homeland Security	$105,000					
Dept of Health	$170,252					
164 DUI Transfer Funds	**$1,449,125**	**$289,825**	**$1,449,125**	**$0**	**$1,449,125**	**$579,650**
Enforcement (DUI Task Force)	$1,449,125					
TOTAL NHTSA FUNDS	**$11,065,252**	**$2,466,050**	**$9,416,186**	**$9,764,993**	**$19,181,179**	**$7,672,472**

* As noted in "*Federal Share to Local (minimum)*" column, least 40 percent of all funds directly benefit our local partners.

^ The $640,000 identified in "*Planning and Administration*" consists of $320,000 in Federal funds and $320,000 in State funds as match.

Appendices

Appendix A: State Certifications and Assurances

State: Indiana

Fiscal Year: 2016

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subward and Executive Compensation Reporting* (Aug. 27, 2010), available at *https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf*, by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), and program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);

- The names and total compensation of the five most highly compensated officers of the entity if:

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards;

(II) $25,000,000 or more in annual gross revenues from Federal awards; and

(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
    - o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
    - o Abide by the terms of the statement.
    - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—
    - o Taking appropriate personnel action against such an employee, up to and including termination.
    - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

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

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an

officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded,* as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

Signature Governor's Representative for Highway Safety

6-30-15

Date

Tom H. Hill

Printed Name of Governor's Representative for Highway Safety

Appendix B: Highway Safety Program Cost Summary (HS-217)

(PLEASE SEE FIGURE 30 ON PAGE 44 OF THE HSP)

State: Indiana

Number: 15-01

Date: October 1, 2015

Program area	Approved program costs	State/local funds	Federally funded programs			Federal share to local
			Previous balance	Increase/(Decrease)	Current Balance	
Total NHTSA						
Total FHWA						
Total NHTSA & FHWA						

STATE OFFICIAL AUTHORIZED SIGNATURE:

Name:

Title:

Date:

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NHTSA Name:

Title:

Date:

EFFECTIVE DATE: This form is to be used to provide funding documentation for grant programs under Title 23, United States Code. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is _____. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for reviewing instructions and completing the form. All responses to this collection of information are required to obtain or retain benefits. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington DC 20590.

INSTRUCTIONS FOR PROGRAM COST SUMMARY

State—The State submitting the HS Form-217

Number—Each HS-217 will be in sequential order by fiscal year (e.g., 99-01, 99-02, etc.)

Date—The date of occurrence of the accounting action(s) described.

Program Area—The code designating a program area (e.g., PT-99, where PT represents the Police Traffic Services and 99 represents the Federal fiscal year). Funds should be entered only at the program area level, not at the task level or lower.

Approved Program Costs—The current balance of Federal funds approved (but not obligated) under the HSP or under any portion of or amendment to the HSP.

State/local Funds—Those funds which the State and its political subdivisions are contributing to the program, including both hard and soft match.

Previous Balance—The balance of Federal funds obligated and available for expenditure by the State in the current fiscal year, as of the last Federally-approved transaction. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward. (The column is left blank on the updated Cost Summary required to be submitted under 23 CFR 1200.11(e). For subsequent submissions, the amounts in this column are obtained from the “Current Balance” column of the immediately preceding Cost Summary.)

Increase/(Decrease)—The amount of change in Federal funding, by program area, from the funding reflected under the “Previous Balance”.

Current Balance—The net total of the “Previous Balance” and the “Increase/(Decrease)” amounts. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward.

Appendix C: Assurances for Teen Traffic Safety Program

State: Indiana

Fiscal Year: 2016

The State has elected to implement a Teen Traffic Safety Program—a statewide program to improve traffic safety for teen drivers—in accordance with 23 U.S.C. 402(m).

In my capacity as the Governor's Representative for Highway Safety, I have verified that—

• The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 21-23.

• as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to—

o increase seat belt use;

o reduce speeding;

o reduce impaired and distracted driving;

o reduce underage drinking; and

o reduce other behaviors by teen drivers that lead to injuries and fatalities.

Signature Governor's Representative for Highway Safety

6-30-15

Date

John H. Hill

Printed Name of Governor's Representative for Highway Safety

Appendix D: Certifications and Assurances for National Priority Safety Program Grants

State: Indiana

Fiscal Year: 2016

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

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

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

Signature Governor's Representative for Highway Safety

6-30-15

Date

John H. Hill

Printed Name of Governor's Representative for Highway Safety

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

(X) Part 1: Occupant Protection (23 CFR 1200.21)

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

• The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

• The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 19.

• The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 17-21.

• Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment *#1 Occupant Protection* or page # 65

• The State's plan for child passenger safety technicians is provided as HSP attachment *#1 Occupant Protection* or page # 23.

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

□ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on __/__/__ and last amended on __/__/__, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

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

Legal citations:

• _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint

• _____ Coverage of all passenger motor vehicles
• _____ Minimum fine of at least $25

• _____ Exemptions from restraint requirements

□ The State's seat belt enforcement plan is provided as HSP attachment or page # __.

□ The State's comprehensive occupant protection program is provided as HSP attachment # __.

[*Check one box below and fill in any blanks under that checked box.*]

□ The State's NHTSA-facilitated occupant protection program assessment was conducted on __/__/__;

OR

□ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

(X) <u>Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)</u>

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

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

• A copy of [*check one box only*] the (**X**) TRCC charter or the ☐statute legally mandating a State TRCC is provided as HSP attachment # *2 Traffic Records and Information Systems* on page #102 in the HSP.

• A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # *2 Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on __/__/__.

• A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # *2 Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on __/__/__.

• The name and title of the State's Traffic Records Coordinator is: John Bodeker

• A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # *2 Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on __/__/__.

• [*Check one box below and fill in any blanks under that checked box.*]

□ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.

OR

(X) If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # *2 Traffic Records and Information Systems.*

• The State's most recent assessment or update of its highway safety data and traffic records system was completed on March 15, 2013.

(X) <u>Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)</u>

All States:

• The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

• The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

• [*Check one box below and fill in any blanks under that checked box.*]

□ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on __/__/__ and is provided as HSP attachment # __.

OR

□ For this first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

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

High-Range State:

[Check one box below and fill in any blanks under that checked box.]

□ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on __/__/__;

OR

□ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

• [*Check one box below and fill in any blanks under that checked box.*]

□ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

□ For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on __/__/__ is provided as HSP attachment # __.

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

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

• The State's ignition interlock law was enacted on_7_/_1_/91__ and last amended on _7_/_1_/_15_, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

□ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in all blanks below.*]

Prohibition on Texting While Driving

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

Legal citations:

- _____ Prohibition on texting while driving
- _____ Definition of covered wireless communication devices
- _____ Minimum fine of at least $25 for first offense
- _____ Increased fines for repeat offenses
- _____ Exemptions from texting ban

Prohibition on Youth Cell Phone Use While Driving

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

Legal citations:

- _____ Prohibition on youth cell phone use while driving
- _____ Driver license testing of distracted driving issues
- _____ Minimum fine of at least $25 for first offense
- _____ Increased fines for repeat offenses
- _____ Exemptions from youth cell phone use ban

(X) Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

□ Motorcycle riding training course:

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

(X) Motorcyclist awareness program:

• Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment *#3 Motorcyclist Safety*.

• Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment *#3 Motorcyclist Safety*.

• Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment *#3 Motorcyclist Safety* or page # __.

• Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment *#3 Motorcyclist Safety* or page # __.

• Copy of the State strategic communications plan is provided as HSP attachment *#3 Motorcyclist Safety*.

☐ Reduction of fatalities and crashes involving motorcycles:

• Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page #__.

• Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page #__.

☐ Impaired driving program:

• Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page #__.

• Detailed description of the State's impaired driving program is provided as HSP attachment or page #__.

• The State law or regulation defines impairment. Legal citation(s):

☐ Reduction of fatalities and accidents involving impaired motorcyclists:

• Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page #__.

• Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page #__.

• The State law or regulation defines impairment. Legal citation(s):

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

(X) Applying as a Law State—

• The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. Legal citation(s): 9-27-7-7, 9-29-5-2, 9-27-7-3

AND

• The State's law appropriating funds for FY 2015 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. Legal citation(s): 9-27-7-7, 9-29-5-2, 9-27-7-3

☐ Applying as a Data State—

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

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

[*Fill in all applicable blanks below.*]

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

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

Legal citations:

• _____ Testing and education requirements

• _____ Driving restrictions

• _____ Minimum duration

• _____ Applicability to notice drivers younger than 21 years of age

• _____ Exemptions from graduated driver licensing law

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

Legal citations:

• _____ Driving restrictions

• _____ Minimum duration

• _____ Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age

• _____ Exemptions from graduated driver licensing law

Additional Requirements During Both Learner's Permit and Intermediate Stages

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

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

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

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable. Legal citation(s):

OR

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

OR

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

CONTINUED ON NEXT PAGE

Attachments

Attachment 1: Occupant Protection

405 B - Occupant Protection (23 CFR 1200.21)

1. The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page # 18.

2. The State's occupant protection plan for the upcoming fiscal year is provided on HSP page 18 .

3. Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment *#1 Occupant Protection*.

   The Automotive Safety Program provides funding and resources for one hundred and eleven permanent fitting stations (PFS) in 56 of the state's 92 counties. Forty-five of the sites provide bi-lingual services for Spanish speaking families; twenty-eight by means of an interpreter and four by means of language lines. Language assistance is also provided for the large population of Burmese families in the State. Each PFS is staffed by at least one Nationally Certified Child Passenger Safety Technician. See attached breakdown of the population served in each county with a permanent fitting station.

4. The State's plan for child passenger safety technicians is provided as HSP attachment *#1 Occupant Protection*.

   The Traffic Safety Division provides funding to the Automotive Safety Program (ASP) for the purposes of providing child passenger safety programs including child restraint public information and education programs. The ASP conducts the following trainings
   - NHTSA child safety seat technician and instructor trainings
   - Child Passenger Safety (CPS) update courses for technicians and instructors (CPST and CPSTI)
   - Trainings regarding the transportation of children with children with special health care needs.

   The Automotive Safety Program maintains a database of all certified child passenger safety technicians and instructors in the state. Resources and technical support, including quarterly newsletters, are provided to all CPST and CPSTI. There are approximately 46 CPSTI and 1,149 CPST in the state. Of these 1,149 CPST, 142 are law enforcement and there are seven law enforcement instructors. Indiana's rate of CPST re-certification was approximately 50.7% in FY13 and the national average was 55.8%.

2015 Indiana Counties With At Least One Permanent Fitting Station by Population*					
State	State Population	State Population Under 18			
Indiana	6,596,855	1,589,842			
County	County Population	County Population Under 18	County	County Population	County Population Under 18
Allen	365,918	96,602	Kosciusko	78,564	19,562
Bartholomew	80,217	19,493	Lake	490,228	121,577
Boone	61,915	16,779	LaPorte	111,444	24,629
Clark	114,262	26,509	Lawrence	45,704	10,283
Clay	26,562	6,189	Madison	130,369	29,005
Clinton	32,776	8,522	Marion	934,243	232,627
Dearborn	49,509	11,881	Marshall	47,107	12,201
Decatur	26,524	6,631	Monroe	143,339	22,934
Dekalb	42,383	10,681	Montgomery	38,146	8,850
Delaware	117,074	22,361	Morgan	69,693	16,796
Dubois	42,345	10,332	Noble	47,618	12,333
Elkhart	201,971	56,552	Orange	19,626	4,730
Floyd	76,179	17,750	Owen	20,969	4,634
Grant	68,569	14,468	Porter	167,076	38,595
Greene	32,726	7,494	Putnam	37,618	7,561
Hamilton	302,623	87,761	Ripley	28,497	7,010
Hancock	71,978	17,851	Rush	16,892	3,953
Harrison	39,299	8,960	St Joseph	267,618	64,228
Hendricks	156,056	41,042	Shelby	44,579	10,565
Henry	48,995	10,289	Spencer	20,801	4,763
Howard	82,982	19,003	Tippecanoe	183,074	37,713
Huntington	36,706	8,259	Tipton	15,415	3,407
Jackson	43,705	10,533	Vanderburgh	182,006	39,859
Jasper	33,475	8,302	Vigo	108,175	22,609
Jay	21,179	5,528	Warrick	61,149	15,287
Jefferson	32,494	6,889	White	24,453	5,771
Johnson	147,538	38,065	Whitley	33,403	7,917
			Totals	5,723,766	1,384,125

Source: United States Census Bureau, State & County QuickFacts. Retrieved May 29, 2014 from quickfacts.census.gov/qfd/states/18000.html

* Population figures taken from 2014 US Census Bureau estimates which provides the most recent "Persons under 18" estimate.

Attachment 2: Traffic Records and Information Systems

405 C – Traffic Records and Information Systems (23 CFR 1200.22)

1. A signed copy of the TRCC charter is included in this attachment on pages: 101-102----------

2. FY 2015 and FY 2016 TRCC meetings dates are below meeting minutes.

FY 2015 Meeting Dates	FY 2016 Proposed Meeting Dates
January 20, 2015	October 28, 2015
March 24, 2015	February 10, 2016
May 26, 2015	May 11, 2016

   FY 2015 meeting minutes can be found in this attachment on pages: 80-86

3. List of the TRCC membership and the organization and function they represent is on the following page: 59

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4. Name and title of the State's Traffic Records Coordinator

   John Bodeker
   Indiana Traffic Records Coordinator
   Indiana Criminal Justice Institute

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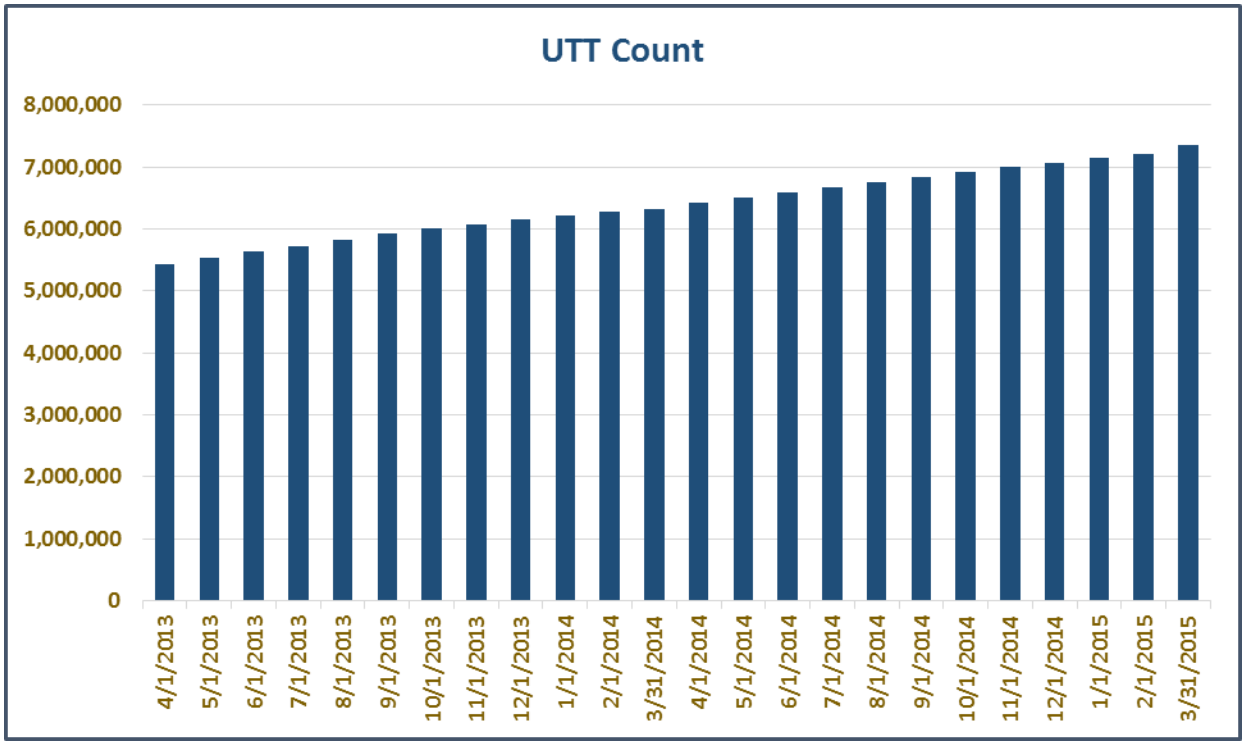
5. Copy of the State Traffic Records Strategic Plan, including any updates, included in the HSP. ----------

6. The following pages in the State's Strategic Plan provides a written description of the performance measures and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages – attachment *# 2 Traffic Records and Information Systems*.

7. The State's most recent assessment or update of its highway safety data and traffic records system was completed **March 15, 2013**.

Uniform Traffic Tickets Issued in Indiana				
Baseline Period		Performance Period		
Month	Count	Month	Count	% Change Month to Year
4/1/2013	5,435,652	4/1/2014	6,421,381	18.1%
5/1/2013	5,524,895	5/1/2014	6,499,977	17.6%
6/1/2013	5,639,218	6/1/2014	6,594,946	16.9%
7/1/2013	5,727,449	7/1/2014	6,670,333	16.5%
8/1/2013	5,816,298	8/1/2014	6,750,731	16.1%
9/1/2013	5,918,400	9/1/2014	6,843,603	15.6%
10/1/2013	6,007,021	10/1/2014	6,928,064	15.3%
11/1/2013	6,080,816	11/1/2014	6,996,576	15.1%
12/1/2013	6,165,538	12/1/2014	7,074,510	14.7%
1/1/2014	6,224,788	1/1/2015	7,144,688	14.8%
2/1/2014	6,271,755	2/1/2015	7,217,304	15.1%
3/31/2014	6,329,138	3/31/2015	7,363,891	16.3%

Uniform Traffic Tickets Issued in Indiana



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These TRCC members coordinate the views of managers, collectors, and users. The TRCC also reviews and evaluates new technologies as well as reviews and approves the State's Traffic Records Strategic Plan.

Strategic Plan–Indiana Traffic Records Improvement

Vision Statement

"To provide an environment that significantly reduces death, injury, and economic costs on Indiana highways that will result in safer roads for all the citizens and visitors to the State."

Mission Statement

"To create an integrated traffic records system through a collaboration of all local, state, and federal entities responsible for motor vehicle safety."

TRAFFIC RECORDS IMPROVEMENT STATEGIC PLAN

Introduction

The purpose of this plan is to develop the framework for continuing a set of actions to improve the traffic records keeping process in Indiana. All information contained within this document is as of November 1, 2013. A Traffic Records Steering Committee, formed in 1998, and now known as the Traffic Records Coordinating Committee (TRCC), which is comprised of the major stakeholders involved in the investigation of highway crashes will take the primary responsibility for implementation of the plan. This plan has been developed as a product of that committee and the suggestions given by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team's report dated March 2013.

The plan is based upon the TRCC membership having the authority to design and implement a new traffic records keeping process. Recognizing the multitude of tasks necessary, work groups linked to the steering committee have been created with specific tasks assigned.

The plan seeks cooperation of all involved and affected parties. It addresses the existing weaknesses and utilizes best available technology. Successes of other states are studied for compatibility and inclusion into the Indiana design.

The culmination of the process is a system that will have significant benefits to each of the stakeholders, providing more timely and accurate information, allowing Indiana to operate effectively well into the 21st century. The product of this process will allow for better data driven strategies, reduce the number of lives lost and injuries sustained on Indiana highways, and reduce economic impact on State resources.

Traffic Records Assessment Summary

Upon request by the Indiana Office of Traffic Safety (OTS), the National Highway Traffic Safety Administration (NHTSA) assembled a team to facilitate a traffic records assessment. Concurrently the OTS carried out the necessary logistical and administrative steps in preparation for the NHTSA's first online assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and

adjudication, and EMS/Trauma data systems) developed and implemented the online assessment. The online assessment was conducted in three phases beginning with an in person introductory meeting conducted at the Indiana OTS on November 14, 2012.

In phase one, the assessment questions were provided to the appropriate stakeholders for their response. All answers were to be submitted to the NHTSA by December 14, 2012. NHTSA contractors then evaluated the answers for accuracy and completeness, and reported back to the stakeholders in early January, 2013. Phase two allowed the stakeholders the opportunity to review the evaluators' assessment of their answers and to request clarification where needed. Phase two ended later in January with the second submission of stakeholders' answers to the NHTSA evaluators. Again the NHTSA evaluators reviewed the stakeholders' answers and refined their responses to the answers based on accuracy and completeness. The third phase involved sending the evaluators' findings back to the stakeholders for a final refinement/clarification of their answers. The final answers were then used to develop the results of the overall assessment.

The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether Indiana's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following summary was taken from the Traffic Records Assessment which may be found in the appendices. The synopsis below discusses some of the key findings regarding the ability of the present traffic records system to support Indiana's management of its highway safety programs.

Executive Summary
Out of 391 assessment questions, Indiana met the standard of evidence for 178 questions, or 46% of the time; partially met the standard of evidence for 78 questions, or 20% of the time, and did not meet the standard of evidence for 135 questions or 35% of the time.

As Figure 1 illustrates, within each assessment module, Indiana met the criteria outlined in the advisory 92% of the time for Data Integration, 81% for Strategic Planning, 79% for TRCC Management, 73% for Driver, 45% for Crash, 41% for Vehicle, 37% for Citation and adjudication, 34% for EMS/ Injury Surveillance, and 18% of the time for Roadway.

Indiana did not meet the criteria outlined in the advisory 60% of the time for Ems/Injury Surveillance, 45% for roadway, 43% for Crash, 39% for vehicle, 19% for citation and adjudication, and 6% of the time for Driver.

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Figure 31: Rating Distribution by Module

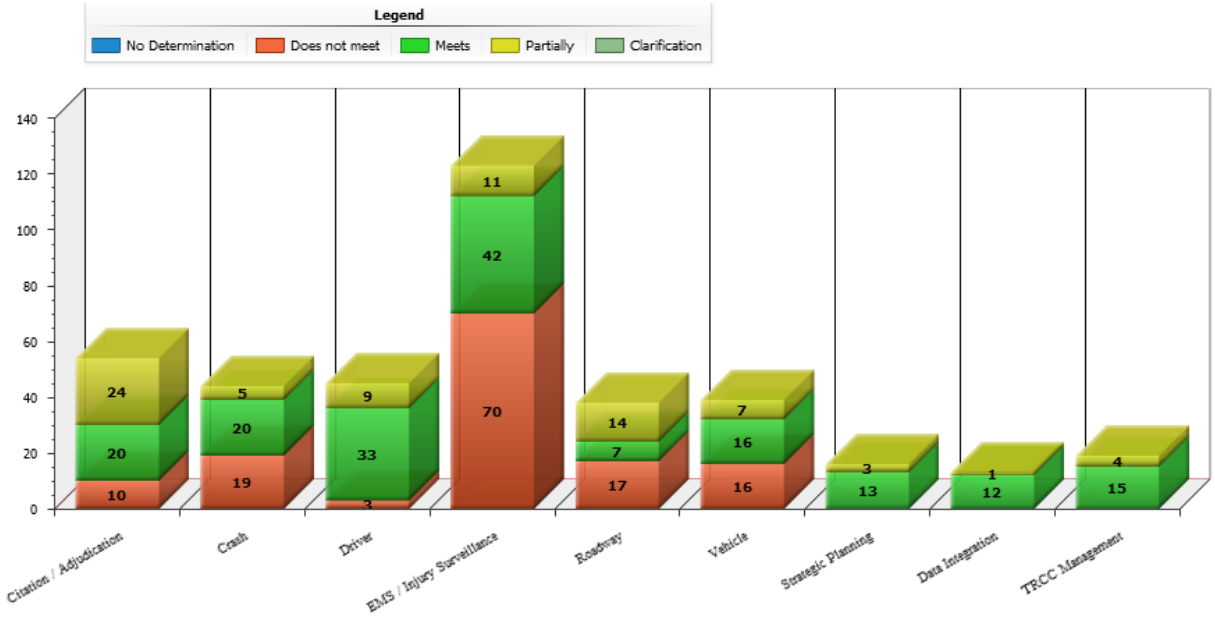

Figure 32: Assessment Section Ratings

Description and Contents	100.0%	100.0%	86.7%	86.7%	73.7%	76.5%
Applicable Guidelines	73.3%	81.8%	100.0%	66.7%	86.0%	75.4%
Data Dictionaries	63.3%	76.2%	100.0%	66.7%	81.0%	80.0%
Procedures/ Process Flow	77.8%	37.9%	94.1%	56.3%	74.1%	72.1%
Interfaces	33.3%	93.9%	100.0%	91.7%	66.7%	33.3%
Data Quality Control Programs	51.4%	65.0%	77.8%	35.7%	62.8%	45.5%
Overall	**69.9%**	**67.0%**	**89.9%**	**57.7%**	**73.8%**	**59.7%**

	Overall
Traffic Records Coordinating Committee	92.9%
Strategic Planning for the Traffic Records System	92.9%
Data Use and Integration	97.0%

Recommendations

Figure 3 shows the aggregate scores of the ratings for the assessment questions by the module sections for each data system. Each question received a score by multiplying its rank and rating (very important = 3; somewhat important = 2; less important = 1, and meets = 3; partially meets = 2; does not meet = 1). The sum total for each module section was calculated based upon the individual question scores. Then, the percentage was calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub sections in each data system that scored below the weighted average of their data systems' score. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

While Indiana is encouraged to examine all opportunities in each of their data systems, the responses to questions within this assessment overwhelmingly reflected the lack of data quality management and performance measures. Some excellent progress has been made in Indiana's traffic records system, and careful application of quality management will ensure that the State continues its forward progress by providing immediate indication of problems or deficiencies.

According to 23 CFR Part 1200, § 1200.22, applicants for State traffic safety information system improvements grants are required to

> *"Include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment; identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and for recommendations that the State does not intend to implement, provides an explanation*."

Indiana can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Indiana can also apply for a NHTSA Traffic Records Go Team, for targeted technical assistance to help them move forward with their priority recommendations.

Indiana was the first state to complete a Traffic Records Assessment using the new online format. The assessment process was conducted between November 2012 and March 2013. The Traffic Records Assessment Summary provided the recommendations listed below for improvement in the six critical areas of Crash, Vehicle, Driver, Roadway, Citation/Adjudication and EMS/Injury Surveillance. At the TRCC meeting on May 8, 2013, the assessment recommendations were reviewed. Each agency with jurisdiction in one of the six critical areas was directed to utilize the SWOC (Strengths, Weaknesses, Opportunities, Challenges) approach to determine how to improve their grant proposals for 2015 by addressing the appropriate recommendations in the Assessment Summary. The results of the SWOC analysis by the sub-grantees, combined with input from the State Highway Safety Office, is being used to update the current state strategic plan. Listed below are the plans to address the assessment recommendations. In areas where a recommendation is not being addressed, the reason for not addressing that recommendation is provided.

Priority Crash Recommendations

1. Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory.
2. Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will coordinate with APPRISS, FARS, Purdue University, Indiana University – Center for Criminal Justice, the Bureau of Motor Vehicles (BMV) and the Department of Transportation (INDOT) to improve the interfaces with the crash data system.

3. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with APPRISS, the BMV and INDOT to improve the system for edit checks and validation of data accuracy.

Priority Vehicle Recommendations

4. Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with the BMV, the Indiana Supreme Court (JTAC) and APPRISS to improve the vehicle data system as to process flow from citation/crash report to submission in the BMV's system and the citation/adjudication system.
5. Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with the BMV to improve data audits and validation on a regular basis.

Priority Driver Recommendations

6. Improve the description and contents of the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with the BMV and APPRISS to improve the contents of the Driver data system through the BMV's driver data system (STARS).
7. Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with the BMV to develop a system for data edits and validation that can be used on a regular basis to confirm data reliability.

Roadway Recommendations

8. Improve the procedures/ process flows for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with INDOT and APPRISS to improve data flow procedures pertaining to the roadway.
9. Improve the data quality control program for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.
   Action: The SHSO will work with INDOT to ensure that data edits and validation procedures are implemented on a regular basis to improve data quality.

Priority Citation/Adjudication Recommendations

10. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.
    Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.
11. Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.
    Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.
12. Improve the data quality control program for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.
    Action: The SHSO will work with JTAC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

Priority EMS/Injury Surveillance Recommendations

13. Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.
    Response: The SHSO has already been in communication with the Indiana State Department of Health (ISDH) and the Department of Homeland Security (DHS) to improve the interface with the injury surveillance systems.
14. Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.
    Action: The SHSO will work with the ISDH and IDHS to insure that that quality control data edits and validation systems are also implemented.

CONTINUED ON NEXT PAGE

Terminology and Acronyms

	A
ARIES	Automated Report Information Exchange System
	B
BAC	Blood Alcohol Content
BMV	Bureau of Motor Vehicles
	C
CRS	Purdue University Center for Road Safety
CODES	Crash Outcome Data Evaluation System
CVARS	Commercial Vehicle Analysis Reporting System
	E
ED	Emergency Department
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EVCRS	Electronic Vehicle Crash Reporting System
eCWS	Electronic Citation and Warning System
	F
FARS	Fatality Analysis Reporting System
FHS	Firehouse Software, Inc.
FTE	Full-Time Equivalency
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
	G
GIS	Geographic Information System
GPS	Global Positioning System
HRSA	Health Resources and Services Administration
	I
ICJI	Indiana Criminal Justice Institute
INDOT	Indiana Department of Transportation
IOT	Office of Technology
ISDH	Indiana State Department of Health
ISP	Indiana State Police
	J
JTAC	Judicial Technology & Automation Committee
	L
LEL	Law Enforcement Liaison
LRS	Location Reference System
	M
MIS	Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
	N
NEMSIS	National Emergency Medical Service Information Systems
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
	O
OS	Operating System
OTS	Office of Traffic Safety
	P
PC	Personal Computer
PD	Police Department
PDA	Personal Digital Assistant
	Q
QC	Quality Control
	R
RE	Rejected
RFP	Request for Proposal
	S
SD	Sheriff's Department
SQL	Structured Query Language
SWOC	Strengths, Weaknesses, Opportunities, and Challenges
	T
TRCC	Traffic Records Coordinating Committee
TSSC	Traffic Safety Steering Committee
	U
U.S. DOT	United States Department of Transportation
	V
VCRS	Vehicle Crash Reporting System
VMT	Vehicle Miles Traveled
	X
XML	Extensible Markup Language

Current Crash Records Process

The process of obtaining crash data for use in analysis requires the attention of several different people at different stages. Prior to the data being used in analysis, there are a number of steps that must be taken before the data is viable. These steps vary somewhat, depending on whether the data was submitted electronically or on a paper crash report. The following process occurs with each version of the crash report, from the officer filling out the crash report, to entry into the database.

In the vast majority of motor vehicle crashes, property damage is the only outcome. At other times, injuries occur. More tragically, lives are lost as a result of a motor vehicle crash. This is the first in a series of stages that brings crash data to various stakeholders within the Traffic Records Coordinating Committee (TRCC). The call is made, and a police officer responds to the scene of the crash. The officer has a crash report that is accessible by his computer, whether in-car or at the station, or a booklet of paper forms that can be handwritten.

Presently the primary method is that the officer obtains the necessary information at the scene and completes the crash report form by utilizing the ARIES (Automated Reporting Information Exchange

System) which is the state of Indiana's computerized electronic crash reporting program. The use of a bar code scanner can be used to obtain the information from the driver's license and vehicle registration to be auto loaded into the crash report. Whether the officer has access to the system by way of their in-car computer or a computer in the station, the officer inputs the information for the crash report into the ARIES program. The wizard based program automatically checks the integrity of the information as it is being entered to ensure the data quality is up to the proscribed data elements prescribed in the program. If the information being entered is in the incorrect format, or is omitted, the program alerts one of the many business edits built within the system, it requires that the error or omission be corrected before the officer can continue on creating the report. This ensures data quality prior to it being submitted to the database.

Once the officer completes the report on the computer, it may go through a series of data checks, either by a supervisor, another officer or a records clerk at the local agencies office. Once the report has been finished and reviewed, it is transmitted to the ISP state crash repository electronically. It is automatically entered into the database and has already gone through a series of validity edits to clarify the data. However, it is run once more through the business edits to ensure data quality prior to being accepted into the database. This is also day-current, as it is entered almost immediately. Presently, 99% of crash reports submitted are created and submitted using the ARIES program statewide.

The remaining alternative is that the officer gathers the necessary information to complete the crash report, including location, vehicle and driver information, injuries if applicable, and situations surrounding the cause and result of the crash to name a few. The officer will then complete the crash report on paper. If done on paper the officer completes the paper report using an ink pen to fill in bubbles, blanks, and boxes. The report is usually checked by a superior officer then forwarded to the agency's records department. In some agencies the records department enters and maintains their own in-house crash database. For those departments that do, their crash reports undergo an additional round of quality checks for any mistakes, empty boxes, or misspellings.

After that, the report is mailed at the convenience of the submitting agency to APRISS, the state crash records contract vendor to be entered into the state's crash records repository. Once the paper report arrives, it is batched and scanned into the computer system. A series of data entry and quality control steps follow, where information that is not scanned is keyed into the database and any problems or errors that are flagged during the data entry process are sent through quality control to be cleared, if possible. Once all correctable errors are resolved and/or no other errors exist that would preclude the crash report from being uploaded into the database, the report is "accepted."

This process is day-current, which means that the report is entered into the database on the same day that it is received. Currently, with the vast majority of reports being sent in electronically, less than 0.5% of paper reports have critical errors. Previously, reports were sent back to the submitting agency for correction. A decision was made by the TRCC to quit rejecting paper reports with critical errors due to the low number of paper reports being submitted.

Progress of the TRCC

The following points represent the initiation of closure to the questions of crash records data validity and reliability, which have been brought to the forefront over the last several years. Most, if not all, of the previously discussed issues have been addressed, and it is obvious that there has been a renewed cooperative interest and vigor in completing the tasks at hand regarding the improvement of data quality and workability issues with the crash records systems. While the items listed here only represent a few of the many successes in the traffic records arena, overall progress typically outweighs any deficiencies.

In the time since the prior assessment in 2009, the Crash Component of the Indiana Traffic Records System has continued to move forward. Improvements have continued to be made in the forms, collection, management, and analysis of crash records. The differences are worth highlighting here at the outset of the discussion of the components of the traffic records system because they have had a profound effect on the state's ability to document and address highway traffic safety problems with confidence that the crash data are useful and reliable. It is also worth noting at the outset that the changes described below are the product of a series of management decisions that brought focus on the crash reporting system's previous deficiencies, and solved them through interagency cooperation on multiple fronts. *The State of Indiana has leaped ahead of the pack in terms of its ability to collect crash data and make the data available to users.*

Teamwork has already borne fruit in the major improvements to the crash component. With continued teamwork other projects in progress are likely to experience similar success in improving the citation reporting and tracking capabilities, the refinement of location identifiers in a geo-spatially aware environment, the EMS/Trauma electronic data systems, and the court case management systems and their interface with driver history records,

The Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute is responsible for the Governor's Highway Safety Program. In this capacity the TSD continued in its efforts to maintain a Traffic Records Coordinating Committee (TRCC) to address the state's highway safety information needs. The TRCC has annually developed a Strategic Plan for Traffic Records System and an accompanying 408 grant application in accordance with the provisions set forth in SAFETEA-LU and now in MAP-21. The TRCC is using the Traffic Records Assessment concluded in March of 2013 as a basis for identifying deficiencies of the State's traffic records environment and taking actions to correct them.

SWOC Analyses by Agency

Indiana State Department of Health 2014

STRENGTHS

State trauma registry is implemented and more hospitals are continuing to participate.

Data - Substantial hospital discharge data

In November 2009, Governor Mitch Daniels signed an Executive Order creating the Indiana State Trauma Care Committee (ISTCC), which serves as an advisory body to the ISDH on all issues involving trauma. The ISTCC took the place of the trauma care task force advisory group. The ISTCC is a committed group, with broad representation from numerous agencies and organizations. In January 2013, Governor Pence re-issued Governor Daniels' original Executive Order.

In August 2011, the ISDH hired a trauma and injury prevention division director, prioritizing trauma as a division within the agency.

In January 2012, the ISDH hired three additional staff members, a Trauma Registry manager, a Trauma Registry data analyst and an injury epidemiologist, expanding the trauma and injury prevention division's expertise.

In August 2012, the EMS Commission, with input from ISDH, adopted the Triage and Transport Rule, which requires EMS providers to transport the most seriously injured patients to trauma centers.

In January 2013, the ISDH purchased an EMS registry software for all EMS providers in Indiana use that is NEMSIS compliant.

In November 2013, the Trauma Registry Rule was published, which requires all pre-hospital providers, hospitals with Emergency Departments, and rehabilitation facilities to report their trauma cases to the state trauma registry. 97 (of of the states' 121 hospitals with Emergency Departments) are reporting trauma registry data. The rule also addresses the confidentiality of the data.

In January 2014, the ISDH hired an additional staff member, an EMS Registry manager.

In October 2014, the ISDH received $1.4 million from the Centers for Disease Control and Prevention (CDC) to gather critical data on violent deaths using the National Violent Death Reporting System (NVDRS). The ISDH has hired an additional three staff members to fulfill the duties of this grant.

The trauma and injury prevention division is developing the language for a Designation rule, which would require all ACS verified trauma centers to be Indiana State designated.

The eleven hospitals with ACS-COT Level I, II, or III trauma centers geographically cover the state fairly well. Eight hospitals are "in the process of ACS verification", which means they are within two years of becoming verified by the ACS.

Law that requires E-coding for injury-related hospital discharges enables epidemiological analysis of data and planning efforts.

The state has purchased linking software to probabilistically link EMS and trauma data.

The injury prevention program has started to pick up momentum due to coordinated efforts within ISDH and the Injury Prevention Advisory Council (IPAC) and have contained stability with a the same injury prevention epidemiologist over the last 2 years.

The ISDH has developed the ability to extract trauma data from electronic medical records.

WEAKNESSES

- **Trauma Registries**
  - Existing databases not deterministically linked, including hospital discharge, traffic crash records and EMS data, limits the scope of injury/trauma data analysis.
  - Cost/lack of sustainability of funding
  - Lack of trained registrars at non-trauma center hospitals
- **Injury Prevention**
  - Data sources are insufficient, incomplete, or uncoordinated
  - Agencies/programs uncoordinated and or/duplicative
  - Inadequate funding
  - Lack of usable E-code data
  - Injury prevention not perceived as important issues within public health in Indiana.
- Lack of statewide trauma system
- Currently, ISDH has very limited state or federal funding sources to support injury prevention and trauma system development.

OPPORTUNITIES

- Opportunities for collaboration and improvement of data collection and analysis of injury related to motor vehicle crashes are still evident (CODES, Traffic Records Coordinating Committee, state EMS database, and state trauma registry development).
- **Pre-Hospital Trauma Care**
    - Need for substantial Pre-hospital data – not all EMS providers are currently reporting to the ISDH EMS Registry.
    - Need for a better understanding of Pre-hospital medical care
- **Trauma Care in Hospitals**
    - Data/trauma registry – assessment of system needs
    - Use lessons/data from other states
    - Legislation to establish/fund trauma system
- **Trauma Registries**
    - Better linkage of existing/future databases
    - QA/PI – improve quality of care and patient outcomes
    - More hospitals reporting
- **Injury Prevention**
    - Improve data use – update data, make it more accessible, use for teaching, injury surveillance
- Much interest in state trauma system development and implementation from a wide variety of stakeholders (represented on the Indiana State Trauma Care Committee).
- The Indiana State Trauma Care Committee recognizes the critical importance of reliable, timely injury data needed to develop a statewide trauma system.

CHALLENGES

- Lack of trauma coverage in rural areas.
- Trauma Registries
    - Cost/lack of sustainable funding
- Injury Prevention
    - Funding needs & priorities/geopolitical diversity
    - Lack of governmental leadership and support
- Competition among providers
- Development of an integrated statewide trauma system (Indiana is only 1 of 6 states that does not have an integrated system).

Center for Road Safety (CRS) --- 2015

As an active participator in the Traffic Records Coordinating Committee, CRS has identified a list of its strengths, weaknesses, opportunities and also the challenges that have been present in the activities of the center during the last four years.

STRENGTHS

- The existence of a central repository for integrated ISP crash, EMS, Hospital, BMV driver, and INDOT road and traffic data available for analysis.
- Timely availability of linked crash, driver, road and traffic data. Hospital data delayed only one year.
- As new datasets are brought into the linkage process, more in depth analyses are possible and better understanding of previously ignored factors come to light.

- Indiana still is one of very few states with the ability to link driver history into their integrated dataset (according to NHTSA.)
- Continual re-evaluation of the linkage process creates an environment that fosters improved data quality.
- Evaluation of multiple years of data helps identify the best way to extract and combine relevant information for a model.
- Years of accumulated familiarity with the interaction and interdependencies between the data elements from multiple databases allows for proper weighting of the most and the least reliable data elements, making models more representative. (see challenges)
- Separate linkages by zone of influence of Indiana Trauma Centers allowed the identification of thousands of transfers, improving quality of the final linkages for the state.
- Strong collaborative environment at the TRCC meetings. As agencies joined the meetings, they have become more receptive to the idea of sharing and integrating their data.
- Improved protocol and GIS layers increased the number of located/mapped crashes and linked records.
- Advanced statistical modeling of linked data with start-of-the-art methodology reveals the safety trends and impacts to support safety-related decision-making in Indiana.
- Ability to develop state of the art software tools and procedures which facilitate the identification of specific road segments and intersections exhibiting specific safety problems.
- Utilization of video and LIDAR technologies to assist the acquisition of traffic data and the safety evaluation of roads and intersections.

WEAKNESSES

- The linkage of different datasets helps identify weaknesses or inconsistencies in the data. (This could also be seen as a strength)
- Some data elements are present in the datasets but either not consistently populated or populated incorrectly. If such data were properly entered, linkage quality would improve.
- Some data elements like the time of admission at a hospital; or if a patient admission is the result of a transfer, the name of the hospital where they are transferring from, are not present in the datasets. Nevertheless, such elements do not involve confidentiality constraints, and could have an enormous effect in the linkage results.
- EMS databases are undergoing a transition period, due to the adoption of NEMSIS specifications. The change in the systems has caused a delay in the availability of data for linkage. At this point no EMS data has been received for the last four years.
- Lack of a process of systematic evaluation of the data quality and its control.
- Access to the traffic records by agencies and public hampered by the various legal restrictions on data and the lack of a user-convenient data portal.

OPPORTUNITIES

- As more data providers join the TRCC, more data may become available for linkage. Recent potential additions include toxicology results, coroner's data, trauma registry, and e-citations data.
- The strong collaborative environment of the TRCC meetings promotes the free exchange of suggestions and requests for changes and/or additions to the database elements.
- The availability of these integrated linked data permits certain types of traffic safety analyses not possible before in Indiana. The evaluation of the effect of driver's education on the long term safety history of drivers is an example.
- As both data providers and data users regularly attend TRCC meetings, it becomes easier for these users to be exposed to these new possible analyses which they were not aware of

before. As well as get more realistic estimates of when the availability of suitable data will conform to their needs.

- EMS data started being collected also by the Trauma Center Repository.
- The Trauma Center Repository data provides time of admission, which was missing in the Hospital Discharge data. It also started collecting transfer information, which will make linkage to the previous hospitals more robust.
- The existing crash data portal ARIES and planned in the near future development of an INDOT data portal may help the TRCC discussion on the Indiana data portal.
- Newly developed software tools like SNIP have the potential to unify infrastructure (engineering) and enforcement (behavioral) solutions under the same methodologies, and facilitate the allocation of resources to obtain an integrated estimated effect on traffic safety.

CHALLENGES

- As more and better data become available, the potential for conflict between similar data elements from different datasets increase. Experience and judgment are needed to properly deal with these elements.
- The progressive increase in the volume of data being integrated demands more time and resources, with an associated increase in costs.
- The process of linkage is probabilistic and may involve imputation. The use of such results may be sometimes hard to be understood or disputed by some data users. Fortunately, as data completeness improved, the amount of imputed data has been diminishing.
- The scope for use of linked data is expanding, as the quality of the data improves. Although the original purpose of these linkages was cost estimation, the proper assessment of injuries may add a lot of value to engineering designs. Agencies like INDOT may benefit of such information, and we are trying to include these data whenever appropriate, in joint projects.
- Indiana hospitals are preparing to adopt ICD10 codes for injuries. Because the injury descriptions are not equivalent to ICD9, a way to make the 2 standards compatible will need to be developed. Similarly, ICD9 codes are converted to MAIS (Maximum abbreviated Injury Scale) using a software developed at Johns Hopkins. The software is relatively old and has not been updated. If there is no version released for ICD10 codes, MAIS may have to be replaced by some alternative scale.
- The current ownership of data by various public agencies and private entities with their internal policies and limitations on sharing data creates a complex legal situation. The past experience shows that reaching an agreement between two parties takes a considerable amount of time and the final agreement puts restrictions on who and what data can access and for what use. A multi-agency agreement or other legal solution is needed, if possible. Multiplicity of data collected in different formats by various institutions with not always fully documentation creates difficulties in data quality control and its meaningful use for analysis.
- Rotation of personnel in different agencies sometimes may disrupt the continuity of projects or the flow of inter-agency data. On the other hand, in certain circumstances this may also be seen as an opportunity to incorporate a fresh look into new solutions to old problems.

SWOC RESPONSE FROM INDOT

Since INDOT uses its own resources and is not applying for 402 funds, we have not prepared a SWOC. However, you can report INDOT is taking the following actions to address roadway data elements:

1. Establishing the procedures/process flows for the collection and use of all MIRE Fundamental Data Elements.
2. Working to improve the data quality control of roadway data elements.
3. Developing a data warehouse to allow for wider and more integrated access to roadway data element information.
4. Developing a redacted subset of ARIES crash data and a system to allow for more streamlined access to the data for analysis.

Traffic Records Assessment Findings

Suggested issues to be addressed

Center for Criminal Justice Research
IU Public Policy Institute
School of Public and Environmental Affairs

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1. Resolve issues with a number of ARIES data fields

   - Age variable coding – invalid birthdates default to 0 years (e.g., several hundred records show Drivers with an age of < 1 year)

   - Definition of a fatal crash/traffic fatality – resolve discrepancies between ARIES (crash report) definition and FARS definition – This causes problems with analyzing the data when researchers must attempt to match to sets of numbers between FARS and ARIES. Why are there two different definitions? Is there a way to transition to one?

   - Drivers identified in ARIES with more than one collision – a number of records show individual drivers with multiple collisions occurring at the same time, location, and day. This is apparently a business practice involving the identification of secondary incidents as separate collisions. This is a complex issue to address, but the practice makes it difficult to utilize the BMV driver history data in combination with ARIES to accurately determine the prevalence of drivers involved in multiple collisions.

2. Develop and maintain a system for conducting a regular inventory of traffic-related data sets

   - Develop inventory and tracking system to identify:

- data sets
- variable definitions
- agency contact
- agency procedure for data sharing

- Explore potential analytical linkages with ARIES and other data sets

Indiana Bureau of Motor Vehicles

I. Overview

According to the methodology of the Indiana Assessment Report, data ownership for Indiana drivers and vehicles falls within the domain of the Bureau of Motor Vehicles (BMV). This report responds to questions posed regarding the National Highway Traffic Safety Administration's (NHTSA) assessment presented to the BMV. The document addresses question presented in the advisory, the evidence requirement, the advisory's findings, and the BMV current response. Only questions that fall within the domain of the BMV, and those evidence requirements that where partially met by the standard of evidence and did not meet the standard of evidence set by the advisory are addressed in this report.

II. Vehicles

Q89: Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?

Partially Meets the Standard of Evidence – Very Important

Evidence Requirement: Provide a narrative description of the data dictionary's procedure documentation and provide an extract.

 Assessor Conclusions: The narrative didn't include detailed procedures for title brand information.

 Yes, the collection, reporting, and posting procedures for registration, title, and title brand information are formally documented. BMV branch and Central Office (CO) associates are given rigorous training that lasts throughout their probationary hire period, which is six months. Employees are also provided opportunities for cross-training and have regular input into the development of ongoing projects and formalization of administrative policies within their workgroup.

 Odometer Brands are documented in Chapter 10 of the Motor Vehicle Title Manual.

 Indiana utilizes the following vehicle brands:

- Salvage and Salvage-Flood Damaged : Documented in Chapter 22 of the Motor Vehicle Title Manual

- Rebuilt and Rebuilt-Flood Damaged: Documented in Chapter 23 of the Motor Vehicle Title Manual

- Junk vehicles do not receive a title or brand. The title record receives a flag of 'Junk'. This process is documented in Chapter 37 of the Motor Vehicle Title Manual.

Q90: Is there a process flow diagram describing the vehicle data system?

Does Not Meet the Standard – Somewhat Important

Evidence Requirement: Provide the process flow diagram.

 Assessor Conclusions: No flow chart currently exists.

 The BMV would request that more specific detail be provided on what information specifically NHTSA/TRCC would like to see included in the diagram so that Indiana can develop appropriately.

6/3/2013 2 Q 94/95/97: Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?

Partially Meets the Standard – Somewhat Important

Evidence Requirement: Provide the process flow diagram. If diagram does not exist, provide a narrative describing the process in detail.

 Assessor Conclusion: No information exists.

 The Motor Vehicle Title Manual provides detail on all title application procedures by application type. A typical title and registration transaction is less than ten minutes. The title application is quality checked within 48 hours, then released to print and mail. The registration card and license plate, if applicable is mailed to the customer within 14 days.

 Customer error correction is documented in Section 9.5 of the Motor Vehicle Title Manual. Additionally, license branches submit internal error correction requests by completing a Title Correction form, which is imaged with the title application paperwork to the Central Office Document Management team for correction.

Q 102: When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?
Does Not Meet the Standard – Less Important
Evidence Requirement: Provide an appropriate extract from the vehicle system manual that details the process for addressing a record flagged by the crash system.
 Assessor Conclusions: System does not operate per question. Explanation: The officer knows immediately of the data entry problem and cannot move on until it is corrected. No records are flagged for updating. Notification of errors is usually brought forward by the driver or vehicle owner.

 ARIES undergoes periodic updates. However, when ARIES functions in accordance with its operating specifications, the most recent driver and motor vehicle records are made available to emergency response personnel.

Q110: Are there uniformity performance measures tailored to the needs of data managers and data users?
Does Not Meet the Standard – Very Important
Evidence Requirement: Provide a complete list of vehicle system uniformity measures the State uses, including the most current baseline and actual values for each.
 Assessor Conclusions: Complete list of vehicle system performance measures not provided. Reference was made to the Highway Safety Plan document, but it does not contain the performance information.
6/3/2013 3
 License branches have one consistent performance measure. Title Transaction / Documentation Accuracy: 99.5% Accuracy Rate = Green Performance Rating

Q116: Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?
Does Not Meet the Standard – Very Important
Evidence Requirement: Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.
 Assessor Conclusions: The state performs no periodic or trend analyses of vehicle data. Fact sheets provide trending data used in the Highway Safety Plan and 408 plans, but does not appear to meet the intent of addressing unexplained differences identified.

 No regular vehicle analyses currently exist.

Q117: Is data quality feedback from key users regularly communicated to data collectors and data managers?
Partially Meets the Standard – Somewhat Important
Evidence Requirement: Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.
 Assessor Conclusions: State indicated that such data quality feedback does exist and cited some examples.

 Data quality feedback from key users and workgroups is submitted to data collectors and data managers through weekly, monthly, and annual reports and through service requests. ITD meetings are

held throughout the year, where data managers are gathered to collaborate with IT personnel in developing solutions for working problems.

III. Driver Data System

Q120: Can the State's DUI s data system be linked electronically to the driver system?
Partially Meets the Standard – Very Important
Evidence Requirement: Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.
 Assessor Conclusions**:** While the narrative explanation does describe the electronic linkages, there is a lack of the additional details necessary to identify the linkage portal and the specific organizations responsible for maintaining the link and the linking fields used.

 When a driver has been cited for a DUI (OVWI) and the citation is transmitted to the Indiana BMV, STARS will apply linkages between the driver and administrative actions, along with
6/3/2013 4
forthcoming judicial actions. The process is automated and, provided that the citation and adjudication data is transmitted to the BMV, the linkages between driver data and DUI information will be maintained.

Q121: Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?
Partially Meets Standard – Less Important
Evidence Requirement: Provide a narrative documenting the availability of novice driver training history (including motorcycle and commercial license training), and specify the pertinent data fields and audit checks in the data dictionary or provide a sample system report.
 Assessor Conclusions: The state did indicate that driver training histories were captured but no sample system report was available to determine if the detail regarding the provider names and types of education (classroom and/or behind the wheel) is captured as the standard Indicates. The BMV contracts with many vendors whom hold approved Driver Education, CDL training, Motorcycle Safety Training.

 Here is a sample output for a driver that has enrolled in a driver education program. The BMV associate can record the student's placement in classroom or internet learning from this institute.

 Here you can see that the driver has passed both the classroom/internet course and their driving grades.
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 Here is a sample output for a driver that has passed vision, written, and driver's education testing with an Indiana BMV approved vendor.

 Below is a sample output for a driver that has completed online knowledge/written testing for a Commercial Driver's License at an Indiana BMV branch office, internet kiosks that indicates their grades, type and dates of testing, and examiners. The skills testing questions are written by the Federal Motor Carrier Safety Administration (FMCSA) and reviewed by American Association of Motor Vehicle Administrators (AAMVA) before they are provided to the Indiana BMV and are
6/3/2013 6
also completed in the BMV branch location. Links to testing material, study guides, and CDL training schools are available on the BMV's website.

 The BMV motorcycle training, safety, and education program coordinates its efforts with the Indiana Criminal Justice Institute (ICJI), Indiana University Purdue University-Indianapolis (IUPUI), and the American Biker Aimed Toward Education (ABATE) program on a pilot research project that will track incidents, accidents, and fatalities of motorcycle drivers throughout the state of Indiana. The program is

still in development at the time of this writing. Throughout the state, four organizational groups, Harley-Davidson, Yamaha, the US Armed Forces, and ABATE hold motorcycle safety and training courses that provide students with testing waivers. These waivers will allow students to obtain a motorcycle endorsement upon successful completion.
6/3/2013 7
The Indiana BMV provides skills training, teaching practicum, and quality assurance oversight and audits on all groups that provide a BMV-approved curriculum. Last year, approximately 7,000 students successfully completed a motorcycle training and safety course in Indiana.

Q136: Are the processes and procedures for purging data from the driver system documented?
Does Not Meet the Standard – Somewhat Important
Evidence Requirement: Provide the documentation or flow diagram that describes the processes and procedures for purging data and the timelines for these actions.
 Assessor Conclusions: The information provided lacked specific processes and procedures for the purging of driver data from the driver record system. Two different responses, one yes and one no, from the state involving the question related to purging driver data makes determining whether the state meets the standard difficult. Also, no flow chart was available.

 Data purging is not typically performed, but official documentation is only generated on an ad hoc basis.

Q137: In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?
Partially Meets the Standard – Somewhat Important
Evidence Requirement: Provide the documentation or flow diagram that describes the processes and procedures for administrative license suspension.
 Assessor Conclusions**:** A narrative response referenced state statutes and a description of the administrative process where the BMV has the authority to administratively suspend licenses based upon a DUI arrest that is independent of adjudication. However, without a copy of the statutes and a companion flow chart, it was not possible to determine if the state fully meets the standard.

 The Indiana BMV has the administrative authority to suspend a driver's license when a probable cause affidavit is submitted to the BMV from court. It is authorized by IC 9-30-6-9. This process is performed through manual entry of the probable cause affidavit data into STARS.

Q154: Are there completeness performance measures tailored to the needs of data managers and data users?
Partially Meets the Standard – Very Important
Evidence Requirement: Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.
 Assessor Conclusions: The narrative description provided indicates that STARS completeness is built into the system. The BMV utilizes monthly CDLIS timeliness and accuracy reports to
6/3/2013 8
determine completeness. The BMV uses the report of performance generated by CDLIS. The other documents refer to requirements and processes but do not address performance measures. The data dictionary also does not provide performance measures.

 STARS completeness is built into the system. Records cannot be partially completed. Data will not be saved and/or updated without meeting necessary validations when inputted into necessary data fields. This is necessary in every record throughout STARS and for all data functions.

Q155: Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet the Standard – Very Important Evidence Requirement: Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.
 Assessor Conclusions: No list of any such metrics is known to exist in the documentation provided.

 There are no known metrics because the only values STARS will accept as data input comes from defined data parameters.

Q 157: Are there accessibility performance measures tailored to the needs of data managers and data users?
Does Not Meet the Standard – Somewhat Important
Evidence Requirement: Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.
 Assessor Conclusions: With the exception of the oversight related to proper access authority, the state lacks these performance measures to attain the standard of evidence for accessibility measures.

 Accessibility performance measures are tailored to the needs of data managers and users and defined in project management meetings.

Q158: Has the state established numeric goals—performance metrics—for each performance measure?
Partially Meets the Standard –Very Important
Evidence Requirement: Provide the specific, State-determined numeric goals associated with each performance measure in use.
 Assessor Conclusions: With the exception of the statutorily required dates for the courts, the state has not indicated any other numeric goals for other performance measures related to
6/3/2013 9
driver records. The only State-determined goal provided was the statutorily-required court records.

 Court required goals for performance are supplemented with legislative determined goals. Administratively determined goals that reflect customer service best practices are also in place.

Q 160: Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?
Partially Meets the Standard – Somewhat Important
Evidence Requirement: Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.
 Assessor Conclusions: The documentation provided only references the AAMVA sponsored CD31 audit which is the CDLIS Master Pointer Record (MPR) data quality validation and verification process. No other independent periodic, sample-based audits were mentioned.

 Audits are also performed during STARS system update twice a year. Additionally, audits are performed on an ad hoc basis when STARS coding errors return data anomalies.

Q205: Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?
Does Not Meet Standard – Somewhat Important
Evidence Requirement: Provide a narrative description of the processes by which all citation dispositions—including administrative license revocations, deferred prosecutions, and mail-ins—are captured by the statewide data system. Specify the reporting percentages for each type of citation disposition captured by the system.
 Assessor Conclusions: The response indicates that the central e-ticket file does not track dispositions. While the BMV driver history database includes many dispositions, it apparently doesn't include deferrals, and it is not clear whether it includes dismissals and non-guilty findings.

STARS is equipped to collect citation information when submitted from Indiana courts. Once a court has submitted a disposition to the BMV via an SR16 a driver history action is processed. The subsequent information is then updated in an individual's driving record in automated batch processes or through manual entry. This occurs for both deferrals and dismissed verdicts, as well as court orders to conduct an amendment to a driver history. While the information is recorded into STARS if received, dismissal information will never show up on a driver's record and will not be visible to anyone outside the BMV.
6/3/2013 10 Q 206: Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?
Partially Meets Standard – Somewhat Important
Evidence Requirement: Provide a flow chart or audit report documenting how all types of dispositions are posted to the driver file.
 Assessor Conclusions: Postings of final dispositions to the driver file do not appear to include all deferrals and dismissals.

 When a SR16 is submitted via the Court Abstract Transmission System (CATS), or through other methods of delivery, resolutions of dispositions are updated in the driver record. See below for a flow chart when processed through CATS.
6/3/2013 11 Q222: Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components?
Partially Meets Standard – Very Important
Evidence Requirement: Provide a list of data fields from populated through interface linkages with other traffic records system components. 6/3/2013 12
 Assessor Conclusions: Interface documentation exists, although it is not part of the data dictionaries.

 No. Any linkages, outside of driver's license number, case number and violation are performed within the court's case management system.

Q240: Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?
Does Not Meet Standard – Somewhat Important
Evidence Requirement: Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.
 Assessor Conclusions: No information provided.

 Officers may scan registrations and driver's licenses at the point of contact. The information will be populated within the officer's electronic citation issuance system(s).

Q241: Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?
Does Not Meet Standard – Somewhat Important
Evidence Requirement: Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.
 Assessor Conclusions: It does not appear that adjudication information is linked to the vehicle file to support any sort of administrative actions on the vehicle itself.

 Driver and vehicle records are linked, via a customer unique identifier, in STARS. Courts also report vehicle information, as reported by the officer, upon submission of violations to the BMV.

Question 242/243: Is citation/adjudication data linked with the crash file to document violations and charges related to the crash?
Partially Meets Standard – Somewhat Important
Does Not Meet Standard – Somewhat Important
Evidence Requirement: Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.

 Assessor Conclusions: While the citation information appears in the crash data, this does not appear to be as a result of a linkage between the data sets.
6/3/2013 13
 There is a linkage between data sets. Any citation or adjudication that has been processed by a Court Case Management Systems (CMS) and electronically transmitted to the BMV will be linked to a driver and all their registered vehicles through a Customer Unique Identification (CUID) number.

 The illustration below is for a driver suspension that was a result of an accident. The ISP Number at the bottom of the screen indicates that there is a searchable document in ARIES that links this accident with the driver's suspension. This document (an Indiana Officer's Standard Crash Report) can be retrieved in ARIES.

CONTINUED ON NEXT PAGE

Section 405 Interim Progress Report

State: Indiana Report Date: 05/13/2014 Submitted by: John Bodeker

Regional Reviewer:

System to be Impacted	**___CRASH ___DRIVER ____VEHICLE ____ROADWAY __X__CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**____ACCURACY ___TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY __X__INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: The goal of the Traffic Records program is to create an integrated traffic records system through a collaboration with all local, state and federal entities responsible for motor vehicle safety. The program was designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway and traffic safety programs. The Indiana Supreme Court, Division of State Court Administration has deployed the Electronic Citation and Warning System (e-CWS) throughout the state. The Supreme Court also implemented Odyssey which is the case management system used by the courts. In FY 2014, 360 law enforcement agencies have been trained in the e-CWS (or e-ticket) system. The e-CWS allows officers to issue electronic citations (Uniform Traffic Tickets – UTTs). As of December 2014 there have been 211 courts in 50 of the 92 counties trained and using Odyssey. Furthermore, the number of uniform citations found in Odyssey for analysis jumped from 6,421,381 on 04/01/2014 to 7,363,891 on 03/31/2015. Once the UTTs are integrated into the e-CWS, they are also integrated (linked) into Odyssey, and the Indiana Bureau of Motor Vehicle's system.
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates: This measure is related to the traffic records improvement project which is associated with the traffic records coordinators goals and objectives of the Traffic Records Coordinating committee. This is strategic plan project # IN-D-00026, located on page 16 of the 2012 electronic strategic plan.
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s): Our goal to increase the number of Uniform Traffic Tickets (UTTs) issued each year and integrated into the e-CWS. The goal for FY- 2014 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year.
Specification of how the Measure is calculated / estimated	When a UTT is issued in the field, it is integrated into the e-CWS system through Odyessy at the State Supreme Court. The Supreme Court maintains a count of the UTTs issued into the case management system by county and integrated into the e-CWS. The total number of UTTs integrated into the e-CWS is reported monthly by the Supreme Court to the ICJI Program Manager. The total number of UTTs integrated into the e-CWS is presented in a bar graph by month for both the baseline period and the performance period.
Date and Baseline	The baseline period is from 04/01/2013 through 03/31/2014. Total UTTs issued

Value for the Measure	into the e-CWS system from 04/01/2013 through 03/31/2014 increased from 5,435,652 to 6,329,138..
Date and Current Value for the Measure	The Performance period is from 04/01/2014 through 03/31/2015. Total UTTs issued from 04/01/2014 through 03/31/15 increased from 6,421,381 to 7,363,891. This is a 14% increase. The bar graph shows continued improvement in the number of UTTs integrated into the e-CWS throughout the baseline period, and throughout the performance period over the baseline period month by month and collectively at the end of each measurement period.
Regional Reviewer's Conclusion	Check one ___Measurable performance improvement *has* been documented ___Measurable performance improvement has *not* been documented ___Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING MINUTES

January 20, 2015 1:00 – 2:30 PM

Members Present: Mark Dehn, Bureau of Motor Vehicles; Roger Manning, Indiana Department of Transportation; Nicholas Sturgeon, Indiana State Police/FARS; Craig Roth, APPRISS; David Kane, Homeland Security; Andrew Tarko, Purdue Center for Road Safety; Annette Page for Mary DePrez, Indiana State Supreme Court,; Ed Littlejohn, Department of Toxicology; Rick Drumm, Federal Highway Administration; Daniel Beaver, Federal Motor Carrier Division; David Powell, Indiana Prosecutor's Association; Katie Hokanson, Indiana Department of Health; Dona Sapp for Sam Nunn, Indiana University - PPI

Guests Present: Steve Leak, Bureau of Motor Vehicles; Mike Garvey and Angie Biggs, Department of Homeland Security; Jose Thomaz, Purdue Center for Road Safety; Chris Daniels, Indiana Prosecutor's Association

Indiana Criminal Justice Institute Staff Present: David Garrison, Traffic Safety Division Director; John Bodeker, Traffic Records Coordinator

The meeting was called to order by John Bodeker at 1:05 PM followed by self-introductions of everyone present. Roger Manning moved that the minutes from the previous meeting be approved. Nick Sturgeon seconded. The motion was passed unanimously. There were no announcements offered at this time, so the meeting moved on to Old Business.

The issue from the last meeting regarding the possibility of linking traffic crash victims to the EMS unit that responded to the crash and the patients' destination was reviewed. Roger Manning reviewed the reasons for the need to have this capability. There was considerable discussion among the members about the value of having this capability,our current capabilities, what would be needed to accomplish this goal, drawbacks and concerns, and the fact that in addition to its inherent value, the ability to capture this data would probably be mandated at the federal level by early next year.

The formation of sub-committee to address this issue was reviewed. Mike Garvey noted that field personnel need to be included on the committee. Dave Garrison noted that Indiana was seen as a leader

traffic records data collection. Dave felt it was important to continue to pursue a solution to this issue between regular TRCC meeting and asked if a member of the committee would offer a proposal to create a sub-committee address the issue. Roger Manning proposed that the TRCC create a working group to find a way to link crash records, EMS runs, hospital trauma records, and anonymously identify these patients. The committee agreed unanimously. John Bodeker would research what other TRCCs have done in this area, initiate the selection of the working group, and facilitate that group's meetings.

The next issue under old business was issues in fatality reporting. Dona Sapp stated that PPI needed to have a better idea of what other agencies do to stay as current as possible. Katie Hokanson stated that Trauma Center reporting of fatalities for the previous year are due May 1. Dona Sapp asked if the ICJI would want to re-examine its extract deadlines? A meeting has been scheduled to discuss that among other issues. Dave Garrison stated that the ICJI was considering a trending approach to data rather than a year to year approach. If adopted, this may allow for data to be used based on previous years' data. Roger Manning noted that the INDOT uses the previous year's data as provisional data. Katie Hokanson offered that a possible solution might be to work with FARS to identify the fatality numbers quarterly rather than yearly, and said that she could commit to that.

There was no additional Old Business at this point. The agenda was temporarily altered to allow Dona Sapp to provide the stakeholder report for PPI as she had to leave for another meeting. Dona reported that PPI will be having a meeting with ICJI to review the topics and reported data for the Indiana Fact Sheets and the Fact Book developed by PPI. Dona encouraged all agencies to contact Dave Garrison and John Bodeker if they had ideas or issues regarding the PPI analysis and data reports. She also noted that the 2013 Indiana Fact Book was complete and would soon be available on the ICJI website.

At this point the Committee moved on to New Business.

Dave Garrison provided a detailed explanation of some of the changes to the Committee structure and expectations from the Committee members. Dave noted that while agencies will be limited to a single official member on the Committee, the agencies are encouraged to bring as many additional staff to the Committee meetings as they wish. The Committee itself will become more formalized which may require a change of venue to allow for additional guests. Official members will be provided with name plates as soon as they can be produced, and there will be additional space for staff and guests in the audience section.

Andrew Tarko requested that Jose Thomaz be listed as the official member, and Andrew would attend as he was able to attend as a guest. There was no more New Business offered at this point, so the Committee moved on to Stakeholder Reports.

Craig Roth reported for APPRISS. Craig noted that the APPRISS contract had just been renewed with the State Police for four more years. He also noted that they will be re-writing the ARIES Portal (website) , and that now would be the ideal time for input from the various users (agencies) to go into that re-write.

Roger Manning reported for the Department of Transportation. Roger asked that when the re-write for ARIES was initiated if it would be possible to retain required elements, but evaluate field by field which non-required elements need to remain in the report and which ones can be eliminated. He also recommended that the re-write be done in a style that was designed for an electronic report rather than a paper report. Roger also reported that he was working on the Strategic Highway Safety Plan, and that he would be asking the TRCC members for input into that plan.

Andrew Tarko reported for the Purdue Center for Road Safety. Andrew said there was some type of data that they needed that wasn't currently available through the crash records. His example was that they

wanted to identify path (vehicle direction) prior to the crash. There is no comprehensive methodology for describing vehicle path prior to the crash (i.e. if the roadway configuration was a left turn at a four way stop, the direction the vehicle was traveling during the left turn is not known). Andrew offered the solution might be to include with the "vehicle direction" field, options for intersections with more than four "legs" and/or where the legs of the intersections run at angles to the standard north, south, east and west directions to the crash report. Andrew also noted that the four areas the Center for Road Safety was currently working on included; motorcycle safety course graduates versus non-graduates appearing in motorcycle crashes, assistance to officers in use of crash data, the seatbelt survey, and data linking projects.

Annette Page noted that if APPRISS will be re-writing the ARIES Portal (website), that now would be a good time to review any applicable deficiencies identified in the State Traffic Records Assessment and address them at this time.

Nick Sturgeon reported for the State Police/FARS. Nick noted that the FARS division has been going through some reorganization, and offered some preliminary crash, injury and fatality statistics.

Mark Dehn reported for the Bureau of Motor Vehicles. Mark noted that there has also been some re-organization going on at the BMV, and he was assuming some of Steve Leak's duties.

David Kane reported for the Department of Homeland Security. David asked for a clarification on how scooters are affected by the new law requiring registration for motor driven cycles. John Bodeker noted that scooters are a style of motorcycle, and they will be defined under the new law based on engine size and speed of operation as either a Motor Driven Cycle B or a Motorcycle. Angie Biggs also reported for Homeland Security. Angie noted that a number of EMS providers are currently non-compliant and can't be reported due to the non-compliance. She stated that they were working to bring those providers into compliance. Also with Homeland Security, Mike Garvey reported that the Department was working with the NHTSA to have an EMS Assessment conducted this year.

Katie Hokanson reported for the Indiana Department of Health. Katie reported that two new Level 3, rural Trauma Centers were recently approved. There are six more facilities which are in the process of working toward qualification as verified trauma centers. Currently, there are 90 of the 123 hospitals reporting into the trauma registry, and 184 EMS providers are now reporting. Katie also reported that the Department of Health had just received a grant to review violent death data. Katie's full report is included with these minutes as "Attachment B".

Ed Littlejohn reported for the Indiana Department of Toxicology. Ed reported that 90% of the new Breath Testing Instruments are now reporting. Over 4,000 officers have been trained in the use of the new Breath Testing Instruments. There are plans to conduct two schools per month for training new officers on the new machines. This training will continue through May and should train approximately 80 officers per month with a total of 400 officers through May.

Dave Powell deferred to Chris Daniels to report on behalf of the Indiana Prosecutor's Association. Chris reported that he was continuing to train officers on the use of the new breathalyzer machines, and updating officers on the implementation of the new law concerning motorcycles and motor driven cycles (mopeds).

Rick Drum reported for the Federal Highway Administration. Rick reported that there is some rule making work in progress, and that some things are on hold as they await the next Highway Authorization Bill.

Dan Beaver from the Federal Motor Carrier Division noted that this was his first time attending the TRCC and that he did not have anything to report at this time.

Dave Garrison reported on issues affecting the ICJI Traffic Safety Division. Dave reported that the Division has two new staff people, and there are two new Law Enforcement Liaisons (LELs). All staffing positions in the Division are now filled (except a full time researcher) and there are six LELs covering the law enforcement agencies throughout the State.

With no further reports offered, John Boderker asked for a motion to adjourn. Nick Sturgeon made the motion, Roger Manning seconded, and the vote to adjourn was unanimous. The meeting adjourned at 2:40 PM.

Attachment A – Detailed Report from Annette Page, State Supreme Court

1. **September 2014 released v3.4 of eCWS:**
   a. **I69 mile marker changes**
   b. **LOVE Voucher enhancement – there is a LOVE voucher associated with 745 tickets in the eCWS Central Repository since deployment,**
   c. **Cleaned Up Race Data – NCIC Standards and added ethnicity boxes – Hispanic and Non-Hispanic**
2. **eCWS Enhancements – Scheduled for end of March 2015**
   a. **include Operating While Intoxicated Probable Cause Affidavit**
   b. **Tow form**
3. **eCWS Enhancements – Scheduled for September 30, 2015**
   a. **Window and iPad tablet eCWS desktop application**
   b. **Odyssey Court Dispositions will be associated with tickets in the eCWS Central Repository**
4. **365 LEA trained to use eCWS, 8 agencies in the pipeline**
5. **Over 7.1 million tickets/warnings stored in the eCWS Central Repository**
6. **Over 1.3 million ticket have been electronically filed to Odyssey**
7. **Interface with third party vendors – 2.4 million tickets/warnings have been exported to LEA Record Management Systems**
8. **Interface with third party e-ticket vendors – over 200,000 tickets have been imported to the eCWS Central Repository**
9. **Odyssey (statewide court case management system) – has been deployed to 219 courts in 51 counties**

Attachment B – Detailed Report from Katie Hokanson, State Department of Health

TRCC talking points – Division of Trauma and Injury Prevention – January 2015

Increase in EMS Services reporting:

January 2015	184 services have reported some sort of data

Increase in hospitals reporting (out of 123 hospitals with Emergency Departments):

May 2014	60 hospitals reported Quarter 4 2013 data
August 2014	88 hospitals reported Quarter 1 2014 data
November 2014	93 hospitals reported Quarter 2 2014 data
February 2014	Just now processing Quarter 3 2014 data

Increase in verified trauma centers:

2 – IU Health Arnett and IU Health Ball Memorial both became verified summer 2014

Increase in "in process" trauma centers:

May 2014 (2)	Community Hospital of Anderson Good Samaritan
August 2014 (4)	Community East Community North Community South Methodist Hospital – Northlake (Gary)
November 2014 (0)	Process put on hold to revamp application
February 2014 (0)	0 applications as of today (1/20)

Data linking – Trauma and EMS:

May 2014	1,192 cases probabilistically linked for Q4 2013
August 2014	756 cases linked for Q1 2014
November 2014	454 cases linked for Q2 2014
February 2014	Just now processing Quarter 3 2014 data

**looking at new software to link data

- Starting to collect rehab data – analyzing the quality of the information; looking at new processes to get more, better data
- Ramzi Nimry has taken over my responsibilities as trauma registry manager (Started in September)

- Received a grant from the CDC: National Violent Death Reporting System (NVDRS) – 1 out of 32 states to receive this grant. Will start collecting data January 1, 2015. Data collected from law enforcement, coroners reports, toxicology, child fatality review, and death certificates

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING MINUTES

March 24, 2015

Members Present: Ed Littlejohn, Camry Hess, Ed Cripe, Steve Shepherd, Annette Page, Mike Garvey, Rick Drumm, Joe Fewell, Craig Roth, Michelle Dunn, Jose Thomaz
Guests Present: Ramzi Nimry
ICJI Staff Present: John Bodeker

The meeting was called to order at 1:05 P.M. The corrected minutes from the previous meeting were called for approval. Ed Littlejohn moved that the minutes be approved as corrected. Jose Thomaz Seconded. The vote to approve the minutes was unanimous.

The members were provided a copy of the reports from the TRCC Working Group, and Old Business began with a discussion of the Working Group's findings to this point. Craig Roth noted that a standard police crash report will capture information on the driver, anyone else who was injured and vehicle owner information. Mike Garvey added that anyone the EMTs have contact with should generate a report. Annette Page added that a local crash number is created at the scene. There was considerable discussion pertaining to these statements and how they either helped or hindered the effort to develop a unique identifier for patient linkage through the process of crash, transport and hospital admission and discharge.

Mike Garvey added that EMS incident numbers are often generated from locations other than the crash location and may not be available at the crash scene. Annette Page asked who generates the "crash card" that's available at the scene? Craig Roth said officers have the ability to print out a summary of the crash at the scene. Craig further noted that every crash has a local number assigned to it, and that local number can be any number generated at the local level.

Craig Roth offered that it could be possible to create a unique number at the site, and that number could be in the form of a wristband for the patient. This led to more discussion on the possibilities and drawbacks of a coded wristband issued at the crash site. Jose Thomaz offered that E-CODES tell the cause of the crash and that about 60% of crashes include e-codes. Craig Roth suggested that another method of obtaining the desired linkage could be to assign people to work exclusively at matching people and crash reports. This would not require a systemic solution, but would allow for the linkage to be created manually. Jose Thomaz noted that CODES has certain protocols, but was not developed to compare what happened to one person, but rather groups of people (averages).

Rick Drumm reported that the FHWA is currently most concerned with the state having an accepted definition for serious injuries and eventually being MMUCC compliant.

Camry Hess reported that the Department of Health currently has linkage with approximately 13% of patients using a probabilistic method of linkage.

At this point it seemed that the issue emerging was the difficulty in creating a link between the crash and the EMS. EMS and hospitals seem to already have a linkage in place. Craig Roth asked if we could have the crash system issue a unique number that would follow the patient, or could we start with the hospital

and work back? Ed Littlejohn asked if it would be possible to start with the EMS in the middle and work both directions? Jose Thomaz noted that CODES does have a three way link.

It was determined at this point that it is critical to have law enforcement involvement on the Working Group. John Bodeker said he would look into adding (a) law enforcement representative(s) to the working group before the next meeting. Jose Thomaz offered that to this point he thought the best solution offered was a coded wristband for patients.

With no further discussion at this point, the meeting moved on to New Business. With no New Business offered, the meeting moved on to member reports. The following reports were offered:

Camry Hess reported on the most recent Trauma Report from the Department of Health.

Ed Cripe reported that the State Coroners' Association was currently involved in new coroner training. He also noted that the State Association may be helpful in getting toxicology reports for fatal accidents, particularly with motorcycle crashes.

Annette Page reported that the State Supreme Court was on schedule to release version 4.0 of e-CWS. April 6, 2015, was set for the pilot with the full roll out to follow.

Mike Garvey reported that Homeland Security will be conducting a NHTSA Assessment of the agency. Dates in June and July were being considered. Mike noted that the last NHTSA Assessment the agency conducted was in 1989.

Rick Drumm reported that the FHWA was still waiting for new regulations to be finalized including the definition of serious injury.

Jose Thomaz reported that the road segments for the 5% (Centipede) report had been selected. Jose noted they were working to identify segments with the highest traffic volume for rural highways.

With no other reports offered, a motion to adjourn was requested. Ed Littlejohn moved to adjourn. Mike Garvey seconded. The vote to adjourn was unanimous. The meeting adjourned at 2:20 P.M.

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING

May 26, 2015 1:00 – 2:30 PM

The meeting was called to order at 1:05 PM.

Members Present: Roger Manning, Craig Roth, Steve Shepard, Larry Jenkins, Mike White, Camry Hess, Ramzi Nimry, Katie Hokanson, Kathy Wasson, Andrew Tarko, Rick Drumm, Mario Romerio, Mike Garvey, Dona Sapp

ICJI Staff Present: John Bodeker, Justin Phillips, Adam Baker

Due to another pressing commitment, Kathy Wasson gave the report for the State Supreme Court at this time. Kathy reported that an electronic "Tow In" form is now available as an option for law enforcement. The Supreme Court is in pilot version number three in preparation to update e-CWS Version 4. They are also working on a parallel effort to update to version 5 of the e-CWS. Finally, Kathy reported that the

Supreme Court is working on a system within their 405C grant which will allow tickets to be tracked from their issuance to their final disposition.

The Committee then turned to approval of the last meeting's minutes. Roger Manning moved that the previous meeting's minutes be approved as presented, Craig Roth seconded, and the minutes were approved unanimously.

Moving on to Old Business, Roger Manning gave a report from the last Working Group (WG) meeting. The WG is proposing that a combination of using the Computer Aided Dispatch number (CAD) which is issued at the crash, and an ARIES Originating Code (ORI), could provide the unique identifying number which would follow a crash victim from the crash, through transportation, to the hospital and, finally to discharge status.

Camry Hess asked if multiple injured people could be identified. Mike white noted that using the ARIES ORI field, multiple injured people could be identified from the vehicle number and the occupant number assigned on the crash report. Andrew Tarko also noted that Purdue is already using basic biographical data to identify individuals in crashes with multiple injured persons.

Regarding the ability for hospitals to include a CAD/ORI number with the patients' records, Camry Hess noted there would just need to be a new field included on the patients' data form. There is currently a field on the hospital patient form for law enforcement. That field could be identified as a required field using the CAD/ORI number, and then it would be a matter of training the hospital and trauma center personnel.

Mike White noted that there are about 15 to 20 different CAD companies in the State. All are similar and can be identified. CAD could be referred to as an internal report. Due to varying terminology used, there would be a need for law enforcement training. Further, the CAD may not be immediately available.

Mike Garvey noted that for the EMS providers there would be a need to develop a field in their report and also provide a lot of training.
Craig Roth noted the need to make any system such as this as easy as possible for the officers' use in the field. The CAD can be entered into ARIES (especially recommended is the use of "quick capture" for data), then ARIES could generate the unique number.

Andrew Tarko noted that probabilistic analysis would still be needed to identify all people in a crash such as those who refuse treatment at the scene, but then show up later at the hospital on their own.

There was a lot of additional discussion. Mike White suggested that the WG could meet with the State IOT and other State groups to link databases rather than develop a new system or data capture method.

Roger Manning moved that the TRCC recommend that we pursue initiating the linkage of the crash database, EMS database, and Department of Health database incorporating the CAD number as the basic unique identifier of crash victims at the crash scene.

Andrew Tarko seconded. Without any further discussion, the vote in favor was unanimous.

There was no additional Old Business.

Under new Business, John Bodeker noted personnel changes at the ICJI, and noted that the next WG project (after follow up with the current project), would be to address the State's MMUCC compliance.

Rick Drumm noted that INDOT has already made the changes to have officers enter incapacitating (equivalent to serious at the federal level) if a crash victim is transported. This new definition has greatly increased the number of incapacitating injuries entered compared to the previous definition which was at the officers' discretion. Rick went on to note that INDOT will develop a translation so that this increase in incapacitating (serious) injuries will be understood as a data issue and not a true increase in actual incapacitating (serious) injuries.

There was a lot of discussion on the new definition of "incapacitating injury" and how it is affecting the numbers and trends based on the new definition. Andrew Tarko offered to develop and conduct a research project to compare the numbers and trends from the old to the new definition, and translate the effect the new definition has had on those numbers and trends.

With no further New Business, the Committee moved on to member reports.

Dona Sapp reported that three Fact Sheet proofs had been sent to the ICJI for review with several others still to come. She noted that PPI was on track to deliver the remaining fact Sheets, County Book and Crash Fact Book by the deadlines.

Katie Hokanson reported that the Department of Health was completing scheduled Trauma center training and was preparing to begin a Trauma Training tour to complete that training.

Rick Drumm reported that the FHWA is still awaiting final regulations from MAP-21. He said we may see some new regulations this Fall.

Andrew Tarko reported that he received Hospital and Death certificate data in February. He gave a brief review of the 5% Project which looked at segments of roads with high crash rates for increased enforcement. He also noted a training session on the SNIP 2 software which would be hosted by the INDOT one week from today's meeting date. Andrew went on to report on the on-going motorcycle analysis that Purdue has been doing. He said they reviewed almost a half a million BMV customers who were likely motorcycle riders. In the first round, they found that people who took a motorcycle course had more crashes. This may be expected as people taking the course were more likely to be frequent riders therefore having more exposure. They are now looking at different angles such as comparing crash experience of riders taking a course to riders who didn't.

Andrew reported that the current Seatbelt Survey, called the Rural Demonstration Project (RDP), will look at specific locations with low usage rates before and after the annual seatbelt survey.

Mike White reported that he wants to me more involved in the TRCC in the future. The Committee looks forward to Major White's involvement and input moving forward. Mike also had a question concerning the new moped law and if any effects from the new law had been observed. He asked Craig Roth to do a comparison of moped crashes from January 1 through May of 2014, and compare that to moped crashes from the same time period for 2015. Craig Roth said he would make the comparison and send it to John Bodeker who would send it to the entire TRCC Committee.

Mike Garvey reported that the Department of Homeland Security was finalizing plans through the NHTSA to do a statewide EMS Assessment. They are continuing to work with the Department of Health to switch to Image Trend to report EMS data.

Craig Roth reported that next year APPRISS will start work on ARIES version 6. This will be a complete re-write. It was noted again that if a consensus is reached on moving forward with a version of the WG

recommendation for a system to follow crash victims from crash to transport to hospital, the timing would be ideal for ARIES to include any changes or additions at that time.

Roger Manning noted that an ideal situation would be to build a new ARIES database that was entirely electronic and fully MMUCC compliant. He said that would be beneficial not only to Indiana, but to the other states as well. Roger is also working on the State Strategic Highway Safety Plan. It is designed to help identify what countermeasures are needed and where they need to go. The current number one priority is to improve data. Roger will submit a copy of the "Toward Zero Deaths" report to John Bodeker who will forward it to all TRCC members.

With no more business at this time, Roger Manning moved to adjourn. Andrew Tarko seconded. The vote to adjourn was unanimous. The meeting was adjourned at 2:35 PM.

NOTE: The next three scheduled TRCC meetings for the 2016 Federal Fiscal Year as required by the NHTSA will be –

October 28, 2015 from 1:00 to 2:30 PM
February 10, 2016 from 1:00 to 2:30 PM
May 11, 2016 from 1:00 to 2:30 PM

If additional meetings are needed in the current Federal Fiscal Year, all members will be notified.

CONTINUED ON NEXT PAGE

State of Indiana
Memorandum of Agreement
For A
Statewide Traffic Records Coordinating Committee

Mission Statement:

"To create an integrated traffic records system through a collaboration of all local, state, and federal entities responsible for motor vehicle safety."

Authority:

A Traffic Records Coordinating Committee (TRCC) should:

1. Include representatives from the state highway safety agency, research and analysis, highway infrastructure, law enforcement, adjudication, public health, injury control, motor vehicle and drivers licensing agencies, and motor carrier agencies;
2. have authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
3. provide a forum for discussion of highway safety data and traffic records issues and report any such issues to the agencies and organizations in the State of Indiana that create, maintain, and use highway safety data and traffic records systems;
4. consider and coordinate the views of the organizations in the State of Indiana that are involved in the administration, collection, and use of highway safety data and traffic records systems;
5. represent the interest of the agencies and organizations within the records system to outside organizations;
6. review and evaluate new technologies to keep the highway safety data and traffic records system up-to-date;
7. develop a Traffic Records System Strategic Plan that:
    - addresses existing deficiencies in the State's highway safety data and traffic records system;
    - specifies how deficiencies in the system are identified:
    - prioritizes the needs and sets goals for improving the system;
    - identifies performance-based measures by which progress toward those goals will be determined; and
    - specifies how the State of Indiana will use section 408 and other funds of the State to address the needs and goals identified in its Strategic Plan.

The Undersigned are committed to this Memorandum of Agreement and the Traffic Records Strategic Plan to the extent of committing resources both financial and personnel as witnessed by their signature effective June 1, 2012.

Honorable Mitchell E. Daniels, Jr.
Governor, State of Indiana

J. Sebastian Smelko
Policy Director for Public Safety,
Office of the Governor

Mary Allen , Acting Executive Director
Indiana Criminal Justice Institute
(Public Safety/Enforcement Initiatives)

Michael B. Cline, Commissioner
Indiana Department of Transportation
(VMT, State Roadway Inventory)

Superintendent Paul Whitesell
Indiana State Police
(Crash Reports, Criminal Histories)

R. Scott Waddell, Commissioner
Indiana Bureau of Motor Vehicles
(Driver's Licenses, Vehicle Registrations)

Gregory N. Larkin, M.D.
State Health Commissioner
Indiana State Department of Health
(Injury Surveillance/Trauma Registry)

Joseph E. Wainscott Jr.
Executive Director
Indiana Department of Homeland Security
(EMS and Fire Repository)

Attachment 3: Motorcyclist Safety

405 F – Motorcyclist Safety (23 CFR 1200.25)
Applying under Motorcyclist Awareness Program:

1. Copy of official State document (law provided below) identifying the designated State authority over motorcyclist safety issues is provided as here in Attachment 3:

IC 9-27-7-3
Bureau to develop a motorcycle operator safety education program
Sec. 3. The bureau shall develop and administer a motorcycle operator safety education program that, at a minimum, must:
(1) provide motorcycle operator education;
(2) provide instructor training;
(3) increase public awareness of motorcycle safety; and
(4) evaluate and recommend improvements to the motorcycle operator licensing system.
As added by P.L.145-2011, SEC.22.

2. Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided here in Attachment 3:

The State's Governor Highway Safety Representative (GR) has signed and approved the State's FY 2015 Highway Safety Plan (HSP). The Motorcycle Section of the HSP states the mission of the HSP is: To reduce death, injury, property damage, and economic cost associated with traffic crashes on Indiana's roadways. This stated mission is in complete agreement and coordination with the stated mission of the State authority over motorcycle safety issues which is the Bureau of Motor Vehicles which administers the statutorily authorized state motorcycle safety program. This coordination is further strengthened by the Governor's Council on Impaired and Dangerous Driving (Council) committee which works to improve motorcycle safety awareness. This group includes the GR, Traffic Safety Division Director, Bureau of Motor Vehicles Commissioner and others in the development of this process for programmatic and communications related purposes. These items are also listed in the HSP.

3. Data used to identify and prioritize the State's motorcyclist safety program areas is provided here in Attachment 3:

AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM (ARIES)
Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Indiana State Police's (ISP) Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Over 90 percent of agencies submit reports into ARIES within five days of a collision. This allows ICJI staff to access accurate, up-to-date crash data.

INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE (PPI)
Indiana University Public Policy Institute (PPI), a partner of ICJI, publishes an annual collection of the state's motor vehicle crash facts and trends. Fact sheet topics include: alcohol, children, trucks, young drivers, motorcycles, occupant protection, and dangerous driving. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive crash fact book that contains statistics, trends, and maps of crashes that occur across the state. The data used for these publications are provided by ARIES but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link in.gov/cji/2367.htm on the ICJI website.

ODYSSEY CASE MANAGEMENT SYSTEM
ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals.

PURDUE CENTER FOR ROAD SAFETY (CRS)
The Center for Road Safety (CRS), affiliated with the School of Civil Engineering at Purdue University, conducts research and develops engineering tools in the area of road safety, including driver and roadway-related characteristics. CRS provides technical assistance, analysis, and a final report for the annual observed seat belt usage surveys conducted around the state.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)
FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries suffered in motor vehicle crashes. Various FARS data reports and querying tools are available at nhtsa.gov/FARS. FARS also annually provides the *Traffic Safety Facts, Indiana* report covering the most recent 5 years of crash data. FARS data is central to many program targets set by ICJI.

OPERATION PULL OVER (OPO) DATABASE
The OPO database is a data repository and reporting tool created by and administered by ICJI. ICJI subgrantees access the database to report on all programmatic activities from the reimbursable administrative costs to the number of grant funded patrol hours and the resulting number of citations. This database is the source of Indiana's reported citations for seat belts, impaired driving, and speeding as part of the NHTSA core measures.

ORACLE BUSINESS INTELLIGENCE ENTERPRISE EDITION (OBIEE) – INDOT ANSWERS
OBIEE was built for and is maintained by INDOT. INDOT regularly uses OBIEE to track and monitor performance metrics data. The OBIEE database is similar to ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES provides query results in a different format. OBIEE query results are easily extractable to Excel format for additional analysis.

4. Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided here in Attachment 3:

It is essential that ICJI continues to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows ICJI to take appropriate action to address any identified problems.

Serving as Indiana's traffic safety advisory group, the Council assists ICJI in developing policies, procedures, and programs that will strengthen Indiana's highway safety program. Best practices and evidence based countermeasures and strategies are consistently reviewed from documents such as *Countermeasures that Work* to address traffic safety problems and help attain performance targets. Regular assessments of current projects are conducted by looking at output and outcome based data to determine areas that may need changes in administration or funding. This voluntary group appointed by the Governor, coordinates aggressive public information campaigns and provides educational materials and research findings to traffic safety advocates. The Council conducts quarterly meetings where

representatives from the ISP, fatal alcohol crash teams (FACTs), Automotive Safety Program (ASP), PPI, Indiana Prosecuting Attorneys Council (IPAC) which houses the states Traffic Safety Resource Prosecutor (TSRP), Marion County Traffic Safety Partnership, Standard Field Sobriety Test/Drug Recognition Expert (SFST/DRE) coordinator, Indiana Excise Police, and law enforcement liaisons (LELs) discuss strategies that will reduce traffic collisions resulting in injuries and death. The Council also works with INDOT to coordinate traffic safety strategies outlined in the HSP and State Highway Safety Plan (SHSP) whenever it is updated. INDOT works closely with ICJI through regular meetings and communications about the status of goals and efforts outlined in the HSP and SHSP through the monthly *Indiana Crash Snapshot* report that is exchanged between INDOT, ICJI, and FHWA.

ICJI will continue collaborating with the Traffic Records Coordinating Committee (TRCC), a group of individuals dedicated to improving the state's traffic records systems. The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV), Indiana Department of Transportation, (INDOT), ISP, Federal Highway Administration (FHWA), Judicial Technology Automation Committee (JTAC), Indiana State Department of Health (ISDH), and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, and completeness of statewide traffic-related information.

ICJI will continue its partnership with PPI to obtain a research analysis of Indiana's traffic safety trends and an evaluation of ICJI's countermeasures. The data obtained by PPI allows for ICJI and their partners to determine whether programming is effective. Annual traffic safety fact sheets, county profile fact sheets, and a comprehensive crash fact book allow ICJI and their partners to make informed policy and program decisions.

Lastly, ICJI will continue its partnership with Purdue University's Center for Road Safety (CRS). The CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. The CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. The CRS assists ICJI by improving observational seat belt survey designs and training observers on how to correctly obtain data. Once the surveys are complete, the CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class.

5. Copy of the State strategic communications plan is provided here in Attachment 3:

ICJI will continue its effective efforts in targeting audiences to communicate messaging for occupant protection; motorcycle safety and awareness; child passenger safety; young drivers; impaired driving; dangerous driving; and bicyclist and pedestrian safety.

In addition to supplementing national messages, ICJI will place special emphasis on earned media. ICJI's plan works with local law enforcement and non-profit agencies to localize messages. Experience has shown local media are much more receptive to speaking with representatives in their local community than simply publishing a media release from the state capitol.

This year, ICJI will use more social media messaging to reach audiences ages 35 and younger. Studies have shown they do not consume traditional media and rely on their mobile devices to receive information. ICJI will continue using some traditional media, primarily radio, but since driving habits are developed at a young age, it's important to place a heavier emphasis on social media channels.

Objectives

- Reduce the incidence of traffic collisions, injuries, and fatalities that result from impaired driving and motorcycle riding, speeding, improper restraint use, distracted and aggressive driving by utilizing highly targeted social media, radio, and earned media which is effectively communicated;

- Raise awareness of national traffic safety campaigns through statewide paid media (primarily social and radio), in conjunction with localized earned media. These efforts will publicize statewide HVE efforts;

- Build and sustain partnerships with key individuals and organizations to maintain awareness, between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods;

- Plan and execute a series of communication activities which effectively convey the dangers and consequences of impaired, dangerous, and distracted driving behaviors, in addition to increasing seat belt usage. Paid and earned media exposure will successfully heighten awareness and increase positive behavioral change;

- Maintain an integrated calendar of paid and earned media events.

Key Messages and Target Audiences

Occupant Protection
Target Audiences:

- Primary – White males, 18 to 34 years old; male teens, ages 15 to 17
- Secondary – Latino males, ages 18 to 34
- Tertiary – African American males, ages 18 to 34

Key Message

- Click It or Ticket

Motorcycle Safety and Awareness
Target Audiences

- Young males, ages 18 to 24; males, ages 40-55

Key Messages

- Ride Sober or Get Pulled Over
- Get Legal, Get Licensed
- Be Aware, Motorcycles Are Everywhere

Child Passenger Safety
Target Audiences

- Primary – Parents and caregivers who transport children up to age 13
- Secondary – Latino parents

Key Messages

- Visit ChildSeat.in.gov
- Protect Your Precious Cargo

Young Driver Safety
Target Audiences

- Primary – Teen and college drivers ages 15 to 24
- Secondary – Parents of newly licensed drivers

Key Messages
- Drive Now. TXT L8R

Bicyclist and Pedestrian Safety
Target Audiences
- Primary – All Hoosiers, particularly adults who use alternative forms of transportation

Key Messages
- Share the Road

Dangerous and Distracted Driving
Target Audiences
- Primary – All drivers ages 15 to 45

Key Messages
- Drive Now. TXT L8R

Impaired Driving and Riding
Target Audiences
- Primary – While males, ages 25 to 54
- Secondary – Young men, ages 21 to 24
- Tertiary – Young women, ages 21 to 44

Key Messages
- Drive Sober or Get Pulled Over
- Ride Sober or Get Pulled Over (Motorcycles)

6. List of all Indiana counties and the corresponding number of registered motorcycles for each county (following page):

CONTINUED ON NEXT PAGE

Indiana Motorcycle Registrations by County and Highest Number of Registrations, Decending, 2014			
MARION	21,173	PUTNAM	1,411
LAKE	13,748	CLINTON	1,405
ALLEN	10,335	GIBSON	1,330
HAMILTON	7,500	KNOX	1,322
PORTER	7,305	WASHINGTON	1,319
ELKHART	6,919	ADAMS	1,258
SAINT JOSEPH	6,871	JEFFERSON	1,248
HENDRICKS	5,635	LAGRANGE	1,242
JOHNSON	5,158	STARKE	1,234
VANDERBURGH	5,053	WELLS	1,176
MADISON	4,859	JENNINGS	1,173
LAPORTE	4,710	CLAY	1,165
TIPPECANOE	4,657	WHITE	1,151
HOWARD	3,811	DECATUR	1,132
MORGAN	3,548	RANDOLPH	1,089
CLARK	3,485	RIPLEY	1,081
GRANT	3,424	POSEY	1,067
KOSCIUSKO	3,418	DAVIESS	1,039
VIGO	3,333	FULTON	1,024
MONROE	3,207	JAY	1,006
DELAWARE	3,192	CARROLL	995
BARTHOLOMEW	2,952	OWEN	949
HANCOCK	2,916	FRANKLIN	921
WAYNE	2,643	SCOTT	879
FLOYD	2,378	FAYETTE	862
WARRICK	2,281	ORANGE	802
BOONE	2,259	BROWN	792
MARSHALL	2,247	NEWTON	790
DEARBORN	2,219	TIPTON	761
NOBLE	2,126	PERRY	751
DEKALB	2,086	SPENCER	749
SHELBY	2,080	SULLIVAN	736
LAWRENCE	2,024	VERMILLION	720
MIAMI	1,944	BLACKFORD	679
HENRY	1,923	FOUNTAIN	677
JACKSON	1,776	PULASKI	676
HUNTINGTON	1,676	RUSH	666
WABASH	1,647	PARKE	652
WHITLEY	1,629	PIKE	560
HARRISON	1,602	SWITZERLAND	372
STEUBEN	1,594	CRAWFORD	369
GREENE	1,551	MARTIN	354
MONTGOMERY	1,498	WARREN	345
JASPER	1,492	BENTON	304
DUBOIS	1,458	OHIO	264
CASS	1,435	UNION	246
		TOTAL	221,520

Indiana Motorcycle Registrations by County, 2014			
ADAMS	1,258	LAWRENCE	2,024
ALLEN	10,335	MADISON	4,859
BARTHOLOMEW	2,952	MARION	21,173
BENTON	304	MARSHALL	2,247
BLACKFORD	679	MARTIN	354
BOONE	2,259	MIAMI	1,944
BROWN	792	MONROE	3,207
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JENNINGS	1,173	WARREN	345
JOHNSON	5,158	WARRICK	2,281
KNOX	1,322	WASHINGTON	1,319
KOSCIUSKO	3,418	WAYNE	2,643
LAGRANGE	1,242	WELLS	1,176
LAKE	13,748	WHITE	1,151
LAPORTE	4,710	WHITLEY	1,629
		TOTAL	221,520

Applying as a Law State:

7. The State law requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs Update table

IC 9-27-7-7
Establishment of fund

Sec. 7. The motorcycle operator safety education fund is established. The commissioner shall administer the fund. The fund consists of money received from motorcycle registrations as provided under IC 9-29. The money in the fund may be used for the administration of the program and expenses related to the program, including:

(1) reimbursement for course sites;
(2) instructor training;
(3) purchase of equipment and course materials; and
(4) technical assistance.

IC 9-29-5-2
Registration of motorcycles; allocation of revenue from fees

Sec. 2. The fee for the registration of a motorcycle is seventeen dollars and thirty cents ($17.30). The revenue from this fee shall be allocated as follows:

(1) Seven dollars ($7) to the motorcycle operator safety education fund established by IC 9-27-7-7.
(2) An amount prescribed as a license branch service charge under IC 9-29-3.
(3) Thirty cents ($0.30) to the spinal cord and brain injury fund under IC 16-41-42.2-3, as provided under section 0.5 of this chapter.
(4) The balance to the state general fund for credit to the motor vehicle highway account.

As added by P.L.2-1991, SEC.17. Amended by P.L.71-1992, SEC.1; P.L.118-2001, SEC.6; P.L.1-2005, SEC.112; P.L.234-2007, SEC.43; P.L.3-2008, SEC.82; P.L.97-2008, SEC.3; P.L.1-2010, SEC.49; P.L.145-2011, SEC.23; P.L.13-2013, SEC.38.