State of Indiana
FY 2018
Highway Safety Plan

Fiscal Year 2018 Highway Safety Plan

Prepared for:

U.S. Department of Transportation
National Highway Traffic Safety Administration

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Acronyms

Advanced Roadside Impaired Driving Enforcement	ARIDE
Advocates Against Impaired Driving	AAID
American Association of State Highway Transportation Officials	AASHTO
American Bikers Aimed Toward Education	ABATE
Automated Reporting Information Exchange System	ARIES
Automotive Safety Program	ASP
Big City/Big County	BCC
Blood Alcohol Content	BAC
Bureau of Motor Vehicles	BMV
Center for Criminal Justice Research	Center
Purdue Center for Road Safety	CRS
Click It or Ticket	CIOT
Cops in Shops	CIS
Crash Outcome Data Evaluation System	CODES
Dangerous Driving Enforcement	DDE
Drug Recognition Expert	DRE
Electronic Citation and Warning System	eCWS
Emergency Medical Services	EMS
Fatal Alcohol Crash Team	FACT
Federal Highway Administration	FHWA
Federal Motor Carrier Safety Administration	FMCSA
Governor's Council on Impaired and Dangerous Driving	The Council
Graduated Drivers Licensing	GDL
Gross Rating Point	GRP
High Visibility Enforcement	HVE
Highway Safety Plan	HSP

Indiana Criminal Justice Institute	ICJI
Indiana Department of Education	IDOE
Indiana Department of Homeland Security	IDHS
Indiana Department of Transportation	IDOT
Indiana Office of Technology	IOT
Indiana State Coroners' Association	ISCA
Indiana State Department of Health	ISDH
Indiana State Police	ISP
Indiana University Public Policy Institute	PPI
Judicial Technology Automation Committee	JTAC
Law Enforcement Liaison	LEL
Law Officer Voucher and Enforcement	LOVE
National Emergency Medical Services Information System	NEMSIS
National Highway Traffic Safety Administration	NHTSA
Operation Pull Over	OPO
Rural Demonstration Project	RDP
Standard Field Sobriety Test	SFST
State Highway Safety Office	SHSO
Stop Underage Drinking and Sales	SUDS
Strategic Highway Safety Plan	SHSP
Students Against Destructive Decisions	SADD
Traffic Records Coordinating Committee	TRCC
Traffic Safety Division	TSD
Traffic Safety Resource Prosecutor	TSRP
Vehicle Miles Traveled	VMT

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.

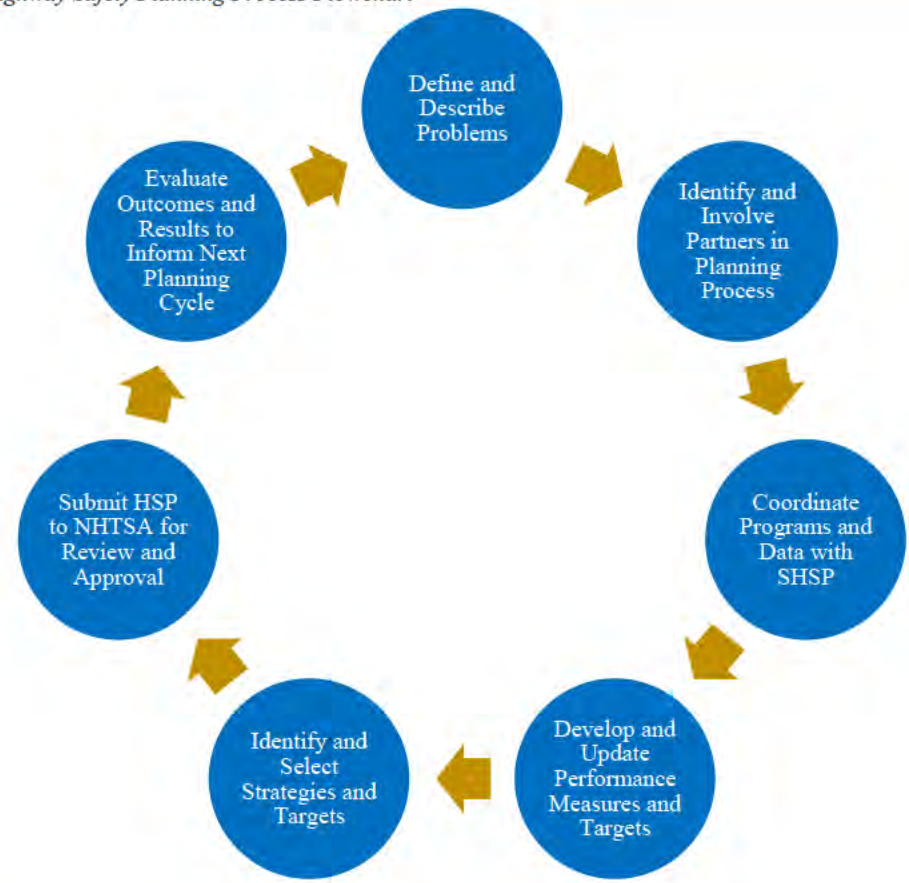
ICJI's Traffic Safety Division is comprised of a director who coordinates the efforts of support staff, including an impaired driving program manager, motorcycle safety program manager/traffic records coordinator, traffic safety research associate, traffic services program manager, occupant protection program manager, and law enforcement liaisons (LEL). The TSD staff maintain close collaboration 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, 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 (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. Agencies must submit crash reports into ARIES within five days of a crash, allowing 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: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive document on strategies for reducing traffic deaths and injuries that contains proven countermeasures for traffic crashes. 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. There are currently 9,581,918 traffic tickets stored in the e-ticket central repository, with 426 law enforcement agencies using the system. Odyssey is now in place in 267 courts in 61 counties.

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, creates the survey system based on NHTSA requirements, and produces 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 resulting from 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 area of behavioral traffic safety. The Council, a sub-committee of ICJI's Board of Trustees, 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 Strategic 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 from state and federal agencies 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, Indiana Department of Toxicology, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, timeliness, integration, and completeness of statewide traffic-related information. The TRCC will meet October 18, 2017, February 21, 2018, and May 16, 2018.

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 and a county profile 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.

FY 2018 Indiana Core and Additional Performance Measures

Figure 2: FY 2018 Indiana Core and Additional Performance Measures

		Outcome Measure	Annual Figures							5 Year Average	Targets				
			2009	2010	2011	2012	2013	2014	2015	2011-2015	2015^	2016	2017	2018	Data Source
NHTSA CORE MEASURES	C-1	Traffic Fatalities	693	754	751	781	784	745	821	776.4	821	822	841	846	FARS
	C-2	Incapacitating Injuries**	3,179	3,443	3,405	3,816	3,441	3,353	3,695	3,542	3,386	3,505	3,544	3,577	PPI
	C-3	Fatalities Per 100 Million Vehicle Miles Traveled	0.90	1.00	0.98	0.99	1.00	0.94	1.04	0.99	1.04	1.07	1.07	1.07	FARS
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	206	208	192	214	201	190	221	203.60	193	205	206	211	FARS
	C-5	Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	207	194	207	230	199	160	178	194.8	197	181	171	171	FARS
	C-6	Speeding-Related Fatalities	174	190	153	185	218	204	232	198.4	166	213	217	226	FARS
	C-7	Total Motorcycle Fatalities	111	111	118	152	115	124	108	123.4	120	112	111	107	FARS
	C-8	Unhelmeted Motorcycle Fatalities	84	88	95	116	82	89	79	92.20	94	81	81	77	FARS
	C-9	Drivers Aged 20 and Under Involved in Fatal Crashes	116	125	100	130	104	87	120	108.2	111	107	107	111	FARS
	C-10	Pedestrian Fatalities	50	62	62	59	76	78	96	74.2	57	78	83	87	FARS
	B-1	Observed Seatbelt Usage Rate (%)	92.6	92.4	93.2	93.6	91.6	90.2	91.9	92.10	88^^	91.3*^	91*^	91.1*^	CRS
	A-1	*Number of Seat Belt Citations During Grant Funded Enforcement	113,577	105,746	99,077	82,961	70,134	64,586	52,704	73,892	-	-	-	-	OPO
	A-2	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	8,975	8,257	7,907	7,950	6,919	5,823	4,069	6,534	-	-	-	-	OPO
	A-3	*Number of Speeding Citations and Arrests During Grant Funded Enforcement	100,230	107,151	86,702	56,181	53,732	44,436	41,643	56,539	-	-	-	-	OPO
	15	Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.46	1.67	1.66	1.78	1.83	1.61	1.85	1.75	1.66**	1.71	1.70	1.73	FARS
	16	Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.57	0.59	0.57	0.52	0.50	0.56	0.59	0.55	0.68	0.56	0.58	0.58	FARS
	17	Motorcycle Fatalities per 100k Registrations	54.15	54.15	57.73	68.13	52.60	55.69	42.53	55.34	63*^	49.30	48.13	44.86	FARS
	18	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.27	0.26	0.27	0.29	0.25	0.20	0.23	0.25	0.35	0.23	0.22	0.22	FARS
	19	Children Aged 15 and Under Killed in Traffic Collisions	35	33	38	30	40	20	35	32.6	32	32	29	31	PPI
	20	Bicyclists and Other Cyclists Fatalities	7	13	11	15	14	12	12	12.80	12	12	12	12	FARS

Sources: U S Department of Transportation and NHSTA Traffic Safety Facts: Indiana 2010-2013 Final and FARS 2014 ARF, OPO Database, Indiana University Public Policy Institute (PPI), Purdue University Center for Road Safety (CRS), Indiana Bureau of Motor Vehicles (BMV), Indiana Department of Transportation (INDOT), daily Fatality Analysis Reporting System (FARS) Indiana Fatality Report, United States Census Bureau (US Census), Federal Highway Administration Highway Statistics, and the Indiana State Police Automated Reporting Information Exchange System (ARIES)

Note: 2016-2018 targets are calculated from this equation [3 year moving average - 5 year average (2011-2015)] + 7 year moving average

Traffic Fatalities, Incapacitating Injuries, and Fatalities per 100 million vehicle miles traveled The equation for 2016 is [y=A*ln(x)+B] and for 2017 and 2018 [y=(A* 928)*ln(x)+B]

^ 2015 targets taken from FY 2015 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 five years

^*Targets are based on 2015 National Average Usage Rate

Below is a revised version of the data table NHTSA provides in the Traffic Safety Facts Indiana 2011-2015 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									5-Year Moving Average		
		2009	2010	2011	2012	2013	2014	2015	2009-2013	2010-2014	2011-2015
Traffic Fatalities	Total	693	754	751	781	784	745	821	753	763	776
	Rural	418	474	477	524	535	472	523	486	496	506
	Urban	275	280	274	257	249	273	298	267	267	270
	Unknown	0	0	0	0	0	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total	0.90	1.00	0.98	0.99	1.00	0.94	1.04	1	1	1
	Rural	1.46	1.67	1.66	1.78	1.83	1.61	1.85	2	2	2
	Urban	0.57	0.59	0.57	0.52	0.51	0.55	0.59	1	1	1
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	500	547	516	518	545	496	576	525	524	530
	Restrained	239	261	252	249	279	235	279	256	255	259
	Unrestrained	206	208	192	214	202	190	221	204	201	204
	Unknown	55	78	72	55	64	71	76	65	68	68
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		207	194	207	230	199	160	178	207	198	195
Speeding-Related Fatalities		174	190	153	185	218	204	232	184	190	198
Motorcycle Fatalities	Total	111	111	118	152	115	124	108	121	124	123
	Helmeted	21	18	19	30	19	26	17	21	22	22
	Unhelmeted	84	88	95	116	82	89	79	93	94	92
	Unknown	6	5	4	6	14	9	12	7	8	9
Drivers Involved in Fatal Crashes	Total	991	1,091	1,043	1,109	1,092	1,120	1,163	1,065	1,091	1,105
	Aged Under 15	1	2	1	3	2	3	3	2	2	2
	Aged 15-20	115	123	99	127	102	84	117	113	107	106
	Aged Under 21	116	125	100	130	104	87	120	115	109	108
	Aged 21 and Over	866	957	928	936	976	1,011	1,021	933	962	974
	Unknown Age	9	9	15	16	12	22	22	12	15	17
Pedestrian Fatalities		50	62	62	59	76	78	96	62	67	74

Source: U.S. Department of Transportation and NHSTA *Traffic Safety Facts: Indiana 2009-2014 Final and FARS 2015 ARF*

*These performance measures were developed by the

**Based on the BAC of the driver or motorcycle operator only

FY 2018 Evidence-Based Traffic Safety Enforcement Plan Summary

Evidence based enforcement begins with an analysis of appropriate data to form the problem identification. Then proven countermeasures are deployed which target the identified problems. Following the deployment of countermeasures, evidence based enforcement requires continuous follow-up and adjustments.

Prior to awarding any grant funds in FY 2018 to subgrantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2018 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

The six LELs play an important role in evidence based enforcement. LELs monitor all TSD police department subgrantees with site visits and continuous monitoring. This includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence based enforcement receive an increased level of monitoring and attention.

Enforcement efforts will be evidence-based, with the objective of preventing traffic, crashes, fatalities, and injuries. The enforcement program will be continuously evaluated and the necessary adjustments will be made. ICJI and the LELs will monitor law enforcement agencies' activity reports both monthly and quarterly to determine if adjustments are needed for their plans. When activity reports are received, they will be assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. There will be continuous follow-up with agencies to address any lack of performance issues or activities. Adjustments and follow-up as needed will be conducted throughout the fiscal year by LELs and program managers.

State Demographics

Indiana consists of 92 counties and has an estimated 2015 population of 6,619,680. Sixty-two percent of the population is between the ages of 18 and 64. Indiana residents are 85.8 percent white, 9.6 percent black, and 6.7 percent identify as Hispanic or Latino. Persons under 5 years old, under 18 years old, and 65 years old and over made up 6.3 percent, 23.9 percent, and 14.6 percent, respectively, of the population. In 2014, there were just under 6.05 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.

The following resources will be used for Indiana's Evidence-Based traffic safety enforcement plan.

Indiana University's Public Policy Institute (PPI)

PPI provides ICJI with annual briefs and data analysis on collisions regarding problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, young drivers, county profiles for all 92 Indiana counties, and a comprehensive strategies for reducing traffic deaths and injuries book of proven countermeasures to traffic crashes. Additionally, ICJI requests county level data specific to program areas to address the need for funding (e.g. counties ranked by lowest rate of restraint use or highest rate of DUI). 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)

CRS provides seat belt survey analysis and, in April 2017, provided a large data set identifying the worst 5 percent of Indiana intersections and road segments from 2014 through 2016. 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.

Odyssey Case Management System

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.

Operation Pull Over Database

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.

Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers

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 the previously noted data sources, ICJI will identify the areas of most concern for any specific data metric (i.e. motorcycle fatalities). NHTSA's "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 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 restraint use and impaired driving; the worst spans of time for collisions based specific variables; and roadways where collisions are occurring. This allows ICJI's Research Division to provide law enforcement with

specific plans of action for their program based on county specific data (e.g. days and times, roadways, and maps of collision data).

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.

For equipment with a useful life of more than one year and an acquisition cost of $5,000 or more, CJI shall receive prior written approval from the Regional Administrator before making the purchase.

Data Analysis and Target Setting

ICJI and INDOT also agreed to three identical common performance targets in their HSP and HSIP. These common performance targets are:

1. Number of fatalities
2. Rate of fatalities per VMT
3. Incapacitating Injury ("Suspected serious" Injury)

Target Setting Methodology

Fatality/Injury Count

Baseline projections are calculated using fatality and "suspected serious" injury counts (or estimations) and applying an equation to generate predictive values for 2016-2028. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of three years. The equation is of the form [y = (A*ln(x) + B] and for 2017 and 2018 targets the equation is of the form [y = (A*.928)*ln(x) + B]. The .928 is included for the 2017 and 2018 equation because Indiana is predicted to have a decrease in unemployment, which correlates with an increase of drivers.

After identifying FY 2018 performance measures, ICJI determined FY 2018 short-term (one year) and long-term (three year) goals utilizing data from the last seven years (2009-2015). Projections for each year 2016 through 2018 were calculated based on a trend analysis for all categories except traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled. The 2015 figures, and the most recent five-year mean (2011-2015) arrive at the most suitable and uniform approach for all measures. ICJI used a trend analysis equation of [3 year moving average – 5 year average (2011-2015)] + 7 year moving average to predict the target for the years 2016-2018. This equation allows ICJI to predict higher targets for the categories that have been trending higher in recent years and then also to predict lower targets for the categories that have been trending lower in recent years. Two examples of the trend analysis calculation and graphs following showing that it fits the trend line is provided below. The red bars on the charts are the projections for 2016-2018. The first is an example of an increasing projection and the second example is of a decreasing projection:

Figure 4: Target Calculation Example of Speeding-Related Fatalities (Higher Projections)

Outcome Measure		Annual Figures							5 Year Average	*Targets*			
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015^*	*2016*	*2017*	*2018*
C-6	***Speeding-Related Fatalities***	174	190	153	185	218	204	232	198.4	*166*	*213*	*217*	*226*

Equation y=[3 year moving average - 5 year average (2011-2015)] + 7 year moving average

2016 Target **2017 Target** **2018 Target**

Targets= (218-198.4)+193.7= **213**, (216.4-198.4)+199.3= **217.3**, (220.9-198.4)+203.2= **226**

Figure 5: Speeding-Related Fatalities Graph with Trend Line

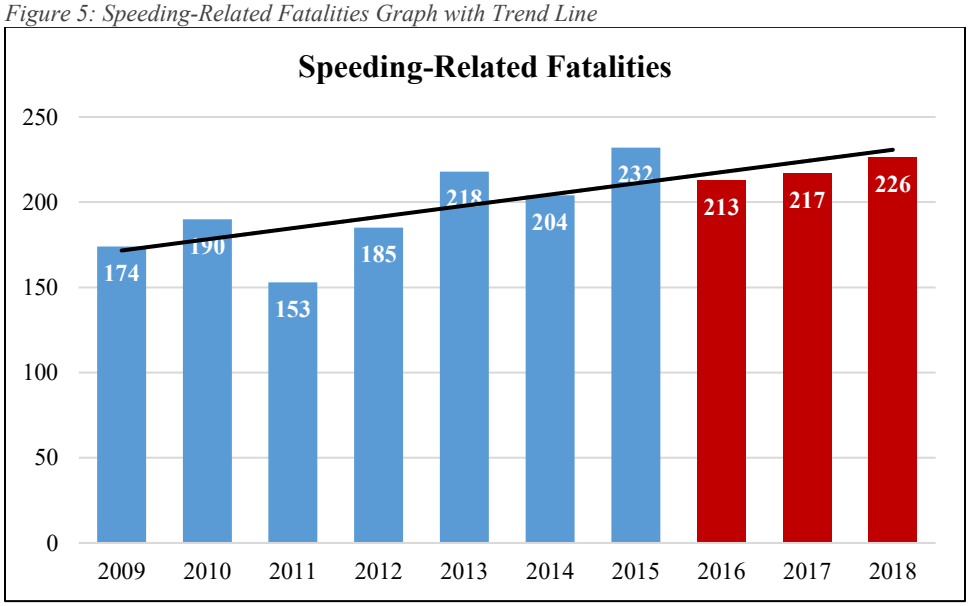


Figure 6: Target Calculation Example of Total Motorcycle Fatalities (Lower Projections)

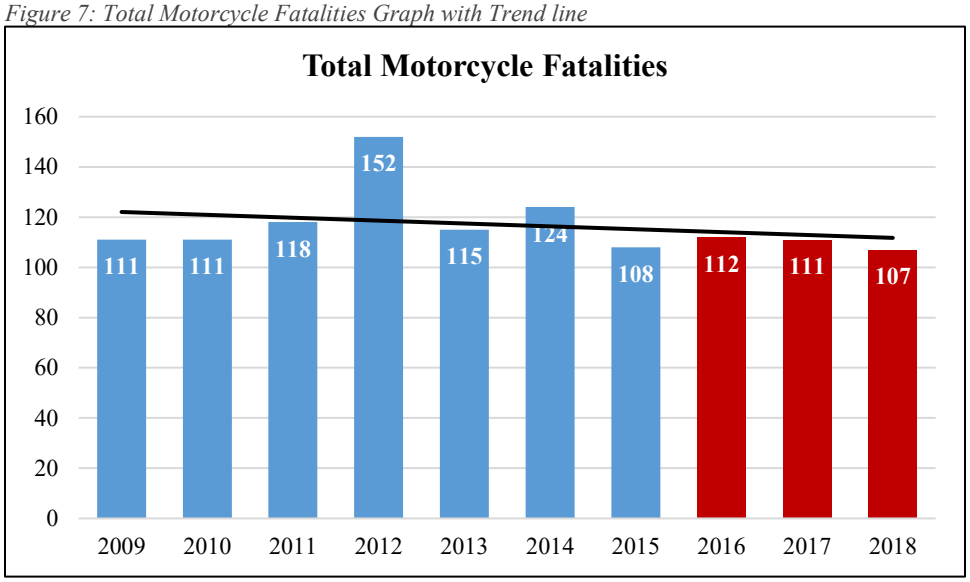
Outcome Measure		Annual Figures							5 Year Average	*Targets*			
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015^*	*2016*	*2017*	*2018*
C-7	***Total Motorcyle Fatalities***	111	111	118	152	115	124	108	123.4	*120*	*112*	*111*	*107*

Equation y=[3 year moving average - 5 year average (2011-2015)] + 7 year moving average

2016 Target **2017 Target** **2018 Target**

Targets= (115.7-123.4)+119.9= **112**, (114.7-123.4)+120= **111**, (110.5-123.4)+120.1= **107**

Figure 7: Total Motorcycle Fatalities Graph with Trend line



An example of the formula to determine the projections for the categories of traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled is provided:

Figure 8: Target Calculation Example of Traffic Fatalities

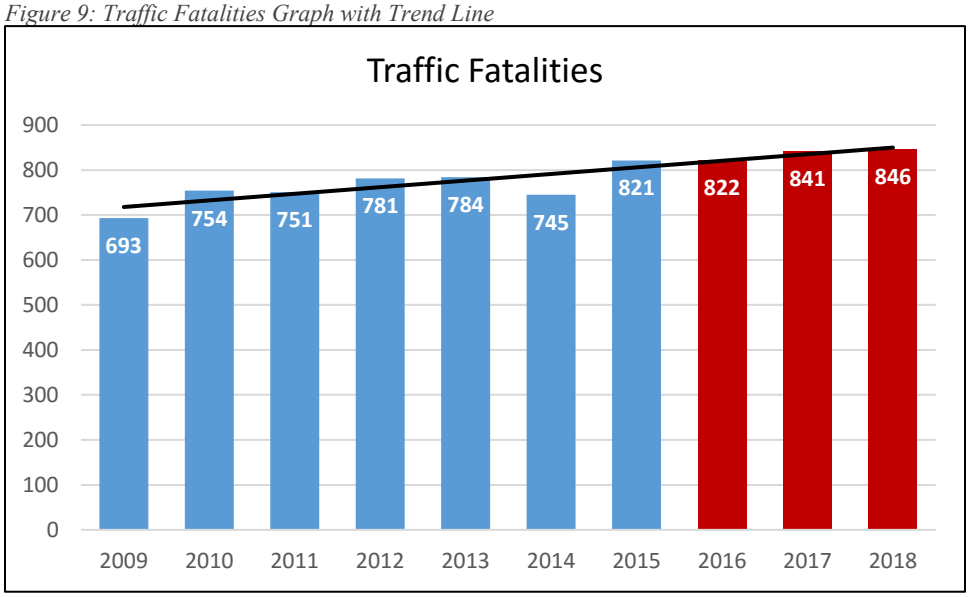
Outcome Measure		Annual Figures							5 Year Average	*Targets*			
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015^*	*2016*	*2017*	*2018*
C-1	***Traffic Fatalities***	693	754	751	781	784	745	821	776	*821*	*822*	*841*	*846*

Equation: y = 51 35ln(x) +715 31 x= year in 7 year time span, 2016= year 8

2016 Target **2017 Target** **2017 Target**

Targets= 51 35ln(8) + 715 31= **822**, (51 35* 982)ln(10) + 715 31= **841**, (51 35* 982)ln(11) + 715 31= **846**

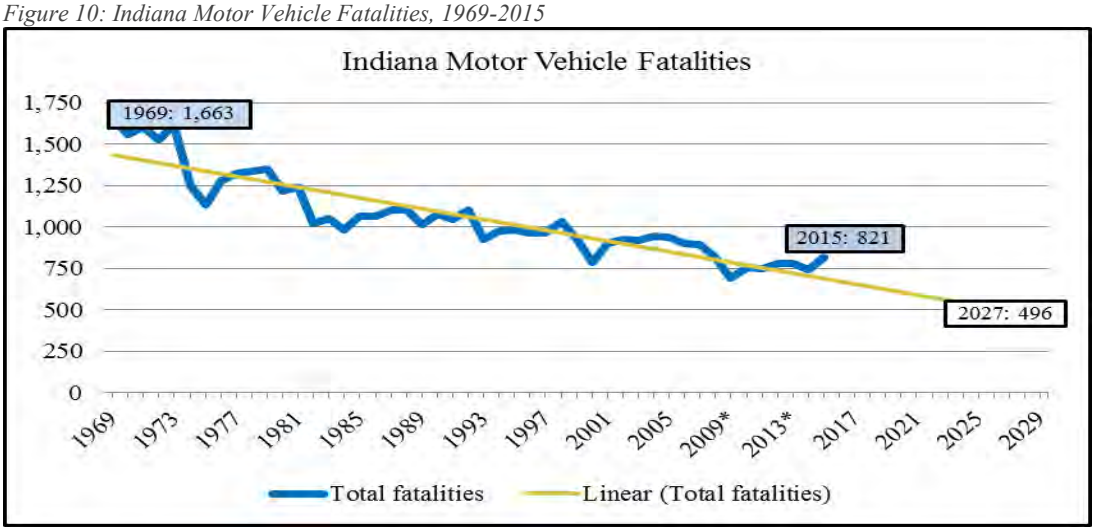
Figure 9: Traffic Fatalities Graph with Trend Line



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 20 deaths per year. To fulfill Indiana's portion of the national goal, the reduction rate of approximately 20 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 (see Figure 10).

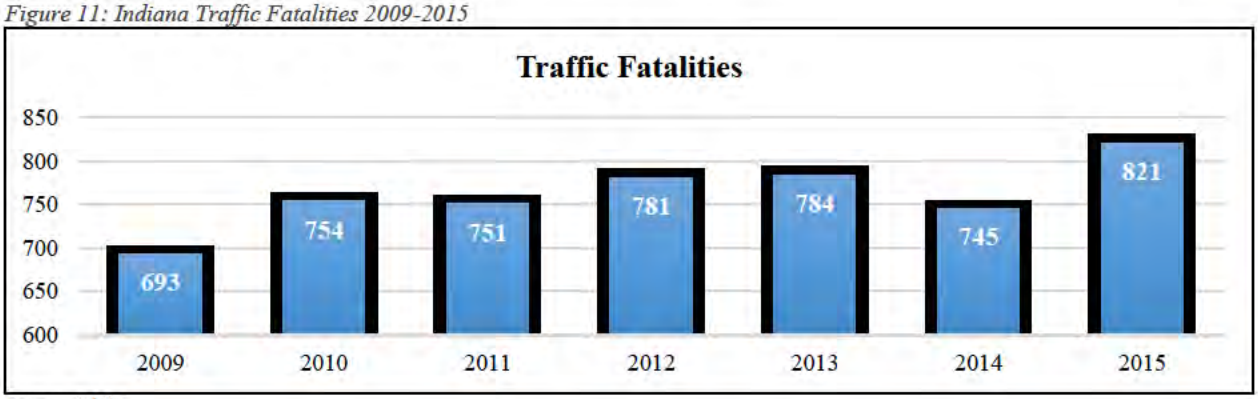
Figure 10: Indiana Motor Vehicle Fatalities, 1969-2015



Source: FARS

Traffic fatalities had been on a general upward trend from 2009 through 2015, but there was a drop between 2013 and 2014. During this time, annual fatalities ranged from a high of 821 in 2015 to a low of 693 in 2009. There was an increase from 2014 to 2015 (10 percent). The five-year mean for fatalities is 776. Fatalities per 100 million vehicle miles traveled (MVMT) for urban areas has decreased by 2 percent since 2009, while rural areas have increased 16 percent over the same time. Overall fatalities per 100 MVMT is up 11 percent from 2009. Males accounted for 67 percent of all crash fatalities. Persons aged 17-27 accounted for the 21.7 percent of all traffic fatalities, the largest portion of any 10 year age range. "Failure to yield", "Left of center", and "Ran off road" as the primary collision factor accounted for 45 percent of all fatal collisions. The 17 Indiana counties with the highest number of traffic fatalities accounted for 50.9 percent of all traffic fatalities in the state. Lastly, the largest portion (27.4 percent) of fatal collisions occurred between 6:00 pm and 10:59 pm.

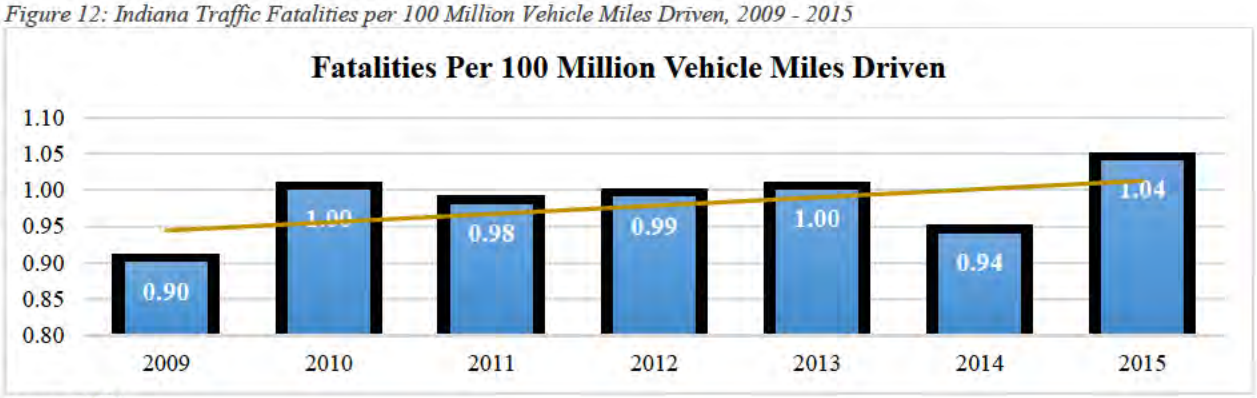
Figure 11: Indiana Traffic Fatalities 2009-2015



Source: FARS

Over the past seven years, there was an 18.47 percent increase in traffic fatalities in Indiana. Despite a 4.8 percent decrease in fatalities from 2013 to 2014. The rate change in traffic fatalities per 100 million vehicle miles traveled from 2009 to 2015 mirrors out the upward trend in total fatalities.

Figure 12: Indiana Traffic Fatalities per 100 Million Vehicle Miles Driven, 2009 - 2015



Source: FARS

Performance Measures and Targets:

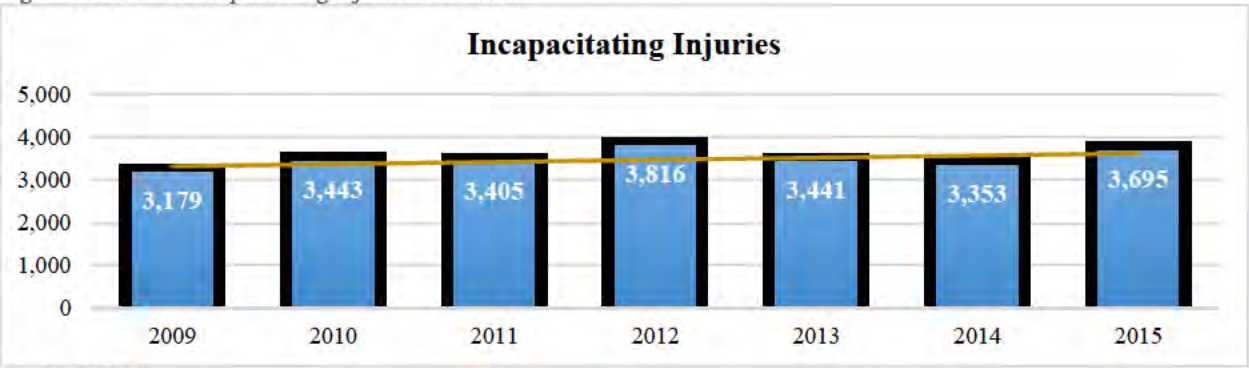
Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015*	*2016*	*2017*	*2018*	Data Source
C-1	*Traffic Fatalities*	693	754	751	781	784	745	821	776.4	*821*	*822*	*841*	*846*	FARS
C-3	*Fatalities Per 100 Million Vehicle Miles Driven*	0.90	1.00	0.98	0.99	1.00	0.94	1.04	0.99	*1.04*	*1.07*	*1.07*	*1.07*	FARS
C-6	*Speeding-Related Fatalities*	174	190	153	185	218	204	232	198.4	*166*	*213*	*217*	*226*	FARS
A-3	**Number of Speeding Citations and Arrests During Grant Funded Enforcement*	100,230	107,151	86,702	56,181	53,732	44,436	41,643	56,539	-	-	-	-	OPO
15	*Fatalities Per 100 Million Vehicle Miles Traveled - Rural*	1.46	1.67	1.66	1.78	1.83	1.61	1.85	1.75	*1.66*	*1.71*	*1.70*	*1.73*	FARS
16	*Fatalities Per 100 Million Vehicle Miles Traveled - Urban*	0.57	0.59	0.57	0.52	0.50	0.56	0.59	0.55	*0.68*	*0.56*	*0.58*	*0.58*	FARS

See Figure 2 on page 10 for notations

Incapacitating Injuries

There has been a slight increase in incapacitating injuries from 2009, compared with 2012. The five-year mean (2011 to 2015) is 3,542. Thus the overall trend for incapacitating injuries is upward. A 16 percent increase has occurred over the past seven years. During this time, annual incapacitating injuries ranged from a low of 3,179 during 2009 to a high of 3,816 during 2012.

Figure 13: Indiana Incapacitating Injuries 2009-2015



Source: ARIES

Performance Measure and Targets:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015^*	*2016*	*2017*	*2018*	Data Source
C-2	*Incapacitating Injuries*	3,179	3,443	3,405	3,816	3,441	3,353	3,695	3,542.0	*3,386*	*3,505*	*3,544*	*3,577*	PPI

See Figure 2 on page 10 for notations

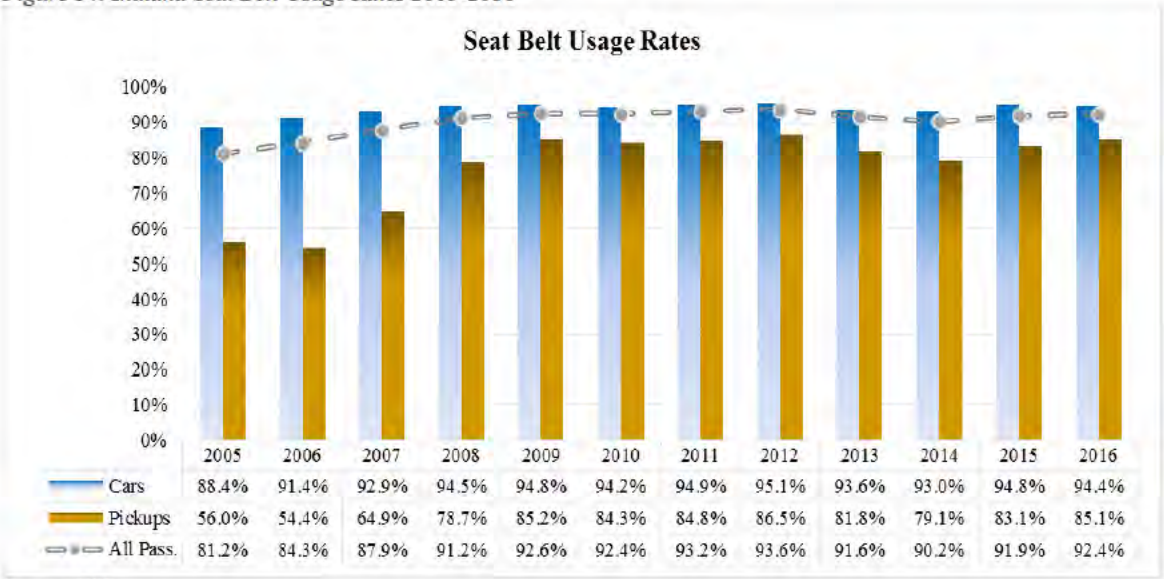
Highway Safety Plan Programs

Occupant Protection

Problem Identification

The 2016 observational seat belt survey results show 92.4 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 a high of 92.4 percent in 2016.

Figure 14: Indiana Seat Belt Usage Rates 2005-2016



Source CRS

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 2015, approximately 52 percent of drivers killed were not properly restrained, which resulted in drivers being 14 times more likely to be killed when they were unrestrained. Approximately 39 percent of individuals killed in the front passenger seat and 70 percent of individuals killed in the rear seating positions were not properly restrained.

While ICJI seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. FARS data shows of those killed in 2015 collisions, restraint use was lowest in the 15-24 age group (23.2%), followed closely by the 25-34 age group (20.5%). 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. 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 4 am.

Compared with 2008, 2015 saw a nearly 17 percent decrease in the number of unrestrained passenger vehicle occupant fatalities. The seven-year mean for unrestrained passenger vehicle occupant fatalities is 205.

In 2015, there were 178 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was an 11.25 percent increase from 2014. However, the rate of .08+ BAC impaired driving fatalities per 100M VMT has significantly decreased from a rate of .29 in 2012 to a rate of .23 in 2015. Of the 821 fatalities in 2015, 178 (21.7 percent) were the result of impaired driving. The number of impaired driving citations and arrests during grant-funded enforcement activities has been on a downward trend since 2012, decreasing 30.1 percent in 2015. Both males and females ages 21 to 24 years had the highest rates of alcohol impairment in collisions. The likelihood of alcohol-impaired fatal collisions was greatest in urban areas in 2015, with 40 percent of alcohol-impaired collisions occurring in this locale.

Performance Measures and Targets:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	2015^	2016	2017	2018	Data Source
C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	206	208	192	214	201	190	221	203.60	193	205	206	212	FARS
B-1	Observed Seatbelt Usage Rate (%)	92.6	92.4	93.2	93.6	91.6	90.2	91.9	92.10	88^^	91.3*^	91*^	91.1*^	FARS
A-1	*Number of Seat Belt Citations During Grant Funded Enforcement	113,577	105,746	99,077	82,961	70,134	64,586	52,704	73,892	-	-	-	-	OPO

See Figure 2 on page 10 for notations

Project Number: OP-2018-01-00-00
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: $75,000

Project Number: OP-2018-02-00-00
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 four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

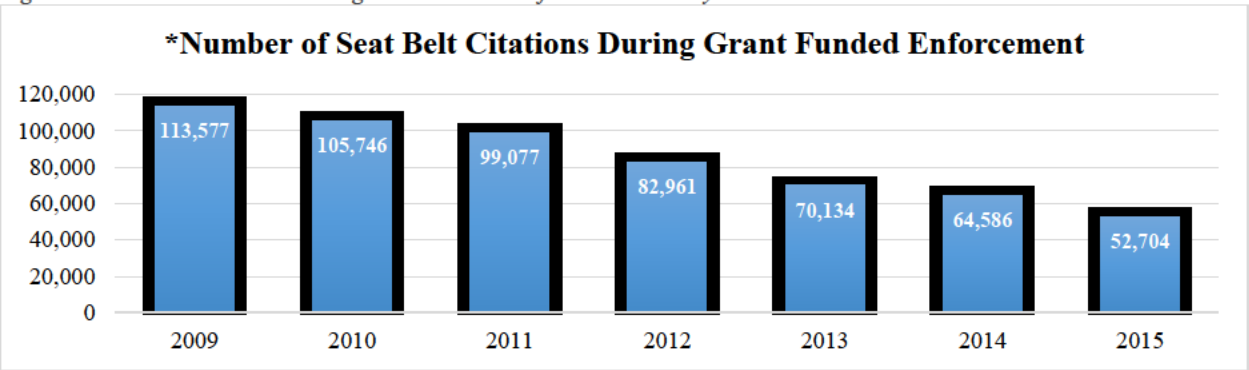
OPO is Indiana's primary seat belt enforcement program. All OPO participating agencies must work both national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) and two statewide mobilizations. At least 12.5 percent of grant funds must be spent per mobilization, for a total of 50 percent being used for blitz enforcement. The remaining 50 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.). Subgrantees are required to report fiscally and programmatically on a quarterly basis in the Egrants system. Subgrantees are also are required to report all enforcement within 15 days of the end of the enforcement period in ICJI's OPO database. Though OPO is primarily a combination of seat belt and impaired driving enforcement, seat belts remain the top priority. Applicants can additionally request funding to address other high risk driving behaviors should their local data indicate a need.

The FY18 OPO project will introduce the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. Subgrantees who have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. DREs will only be activated within OPO enforcement, and not be used as part of DUI Task Force projects. 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. Monitoring of the project will include assurance that all activities performed are an effective use of 402 funds for traffic safety enforcement only and the overtime enforcement activity conducted at community events is only related to traffic safety.
Budget: $3,000,000

Figure 15: Seat Belt Citations During Grant Funded Enforcement Activity 2009-2015



Source: OPO Database

Project Number: M1X-2018-03-00-00
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 shortly following 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. Both rural and rural/mixed counties were selected for inclusion based on rates of unrestrained individuals in collisions per 10k population in 2015. The top 30 counties with the highest rates of unbelted crashes are contacted and asked to participate. Any remaining funding could be distributed to additional counties based on unrestrained crash rates. Funding may also be provided to the Indiana State Police to cover nonparticipating counties. Subgrantees are required to conduct enforcement patrols for roadway segments and intersections provided by ICJI. Once the enforcement locations and traffic collision maps are made available to subgrantees, they are required to write a descriptive enforcement plan. Subgrantees are required to report fiscally and programmatically within 15 days of the end of the enforcement period through the Egrants system. Speed, 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. Monitoring of the project will include assurance that all activities performed are an effective use of 405B funds for appropriate enforcement activities.
Budget: $80,000

Project Number: PT-2018-00-00-00 and M6X-2018-10-00-08
Project Title: Indiana State Police
MOE: Alcohol ($10,901,399) and Occupant Protection ($20,245,455) Total ($31,146,854)
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 five 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 dangerous 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.

All programs have a zero tolerance policy requiring officers to 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, mileage, equipment, and travel.

Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 and 405D funds for appropriate enforcement activities.
Budget: $1,166,000

Law Enforcement Liaisons (LELs)

Project Number: CP-2018-01-00-00
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. CJI will conduct four mobilization campaigns. These campaigns will include Click It or Ticket, Drive Sober or Get Pulled Over and the national Thanksgiving enforcement campaign focused on occupant protection and impaired driving. CJI will also conduct a St. Patrick's Day Dangerous Driving Campaign in March 2018. 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 (LELs).

This project provides funds for the salaries of six regional LELs. Each LEL develops a traffic safety plan for their assigned region. 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 two national and two state mobilizations) 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. The occupant protection program manager will provide oversight and monitoring of this project.
Budget: $495,000

Figure 16: Occupant Protection Program Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2018-01-00-00	Program Management	$75,000	402
OP-2018-02-00-00	Operation Pull Over	$3,000,000	402
M1X-2018-03-00-00	Rural Demonstration Project	$80,000	405 B
PT-2018-00-00-00	Indiana State Police	$716,000	402
M6X-2018-10-00-08	Indiana State Police	$450,000	405 D
CP-2018-01-00-00	Law Enforcement Liaisons	$495,000	402
Total All Funds		**$4,816,000**	

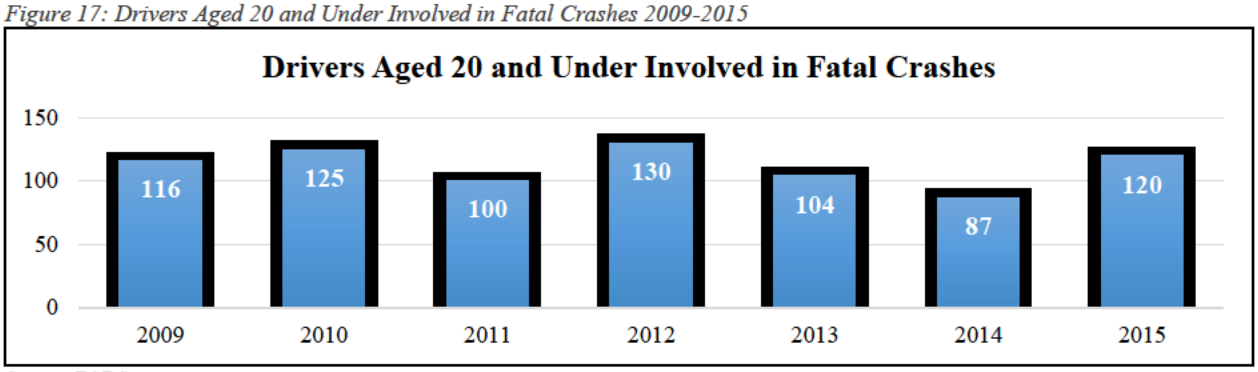
Teen Driving and Children

Problem Identification

In 2015, young drivers (ages 15 to 20 years old) had the highest involvement in fatal collisions and highest rate of drivers killed per 100,000 licensed drivers of any age group (3.4, compared to 3.2 for drivers' ages 21 to 24 years and 2.8 for drivers' ages 25 to 44 years). For any six-hour time period, the highest number of young drivers in injury collisions occurred between 12 PM and 5:59 PM (41 percent). Eleven of Indiana's 92 counties accounted for 53 percent of all young drivers in injury collisions, including some of Indiana's most populated urban counties (Marion, Allen, Lake, and Vanderburgh) and counties that serve as the locations of large universities (St. Joseph, Tippecanoe, Monroe, and Delaware). The top two primary contributing factors in these collisions were "failure to yield right of way" (27 percent) and "following too closely" (20 percent) which accounted for more than 47 percent of all young drivers involved in injury collisions.

One hundred seventeen young drivers were killed in collisions during 2015, a 28 percent increase from 2014. There was a 33% increase in the number of positive alcohol and drug tests for young drivers' involved in fatal collisions in 2015 compared to 2014. Although, in 2015, 80 young drivers involved in fatal collisions tested positive, only 16 young drivers were legally impaired, and only four of the 16 were killed. The SADD, SUDS, and CIS programs have all been in place for at least five years and the ICE program has been in place for three years. During that time period we have seen a decline in fatal and incapacitating collisions for young drivers. This age group also has the highest percentage of engaging in distracted driving during a collision (4.7, compared to 4.0 ages 21 to 24, 3.1 ages 25-44, and less than 2.5 for those who are 45 and older). Distraction is considered a contributing factor but crash statistics will not show it as the cause of the crash.

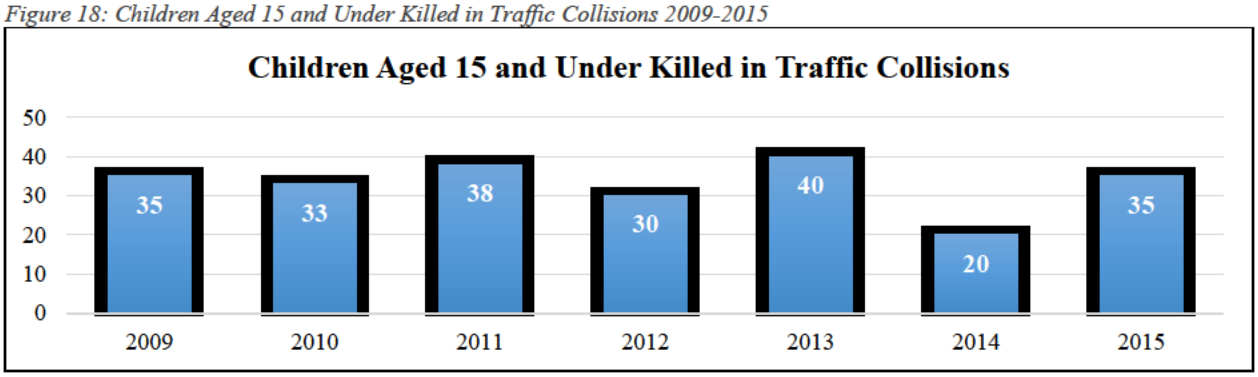
Figure 17: Drivers Aged 20 and Under Involved in Fatal Crashes 2009-2015



Source: FARS

In 2015, there was a 3.9 percent increase in the number of children (ages 0 to 14 years) injured in traffic collisions from 2014. The number of child motor vehicle occupants injured in crashes increased 3.1 percent, while the number of child motor vehicle occupants killed in collisions increased 75 percent (from 20 child vehicle occupant fatalities in 2014 to 35 in 2015). Among unrestrained children involved in a collision, 43.2 percent suffered a fatal or incapacitating injury. Children ages 8 to 14 years old had the lowest restraint usage rate (75.1 percent) of any child age group in collisions. Over one-half (57.3 percent) of child traffic injuries occurred in collisions between 12 PM and 5:59 PM. "Failure to yield right of way", "following too closely", and "disregarding a signal" were the top three primary factors that contributed to the most child injuries in collisions, accounting for 52.1 percent of all 2015 child traffic injuries.

Figure 18: Children Aged 15 and Under Killed in Traffic Collisions 2009-2015



Source: PPI

Performance Measures and Targets:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015^*	*2016*	*2017*	*2018*	Data Source
C-9	*Drivers Aged 20 and Under Involved in Fatal Crashes*	116	125	100	130	104	87	120	108.2	*111*	*107*	*107*	*111*	FARS
19	*Children Aged 15 and Under Killed in Traffic Collisions*	35	33	38	30	40	20	35	32.6	*32*	*32*	*29*	*31*	PPI

See Figure 2 on page 10 for notations

Project Number: PT-2018-00-00-01
Project Title: Program Management
Description: This project funds a program manager to oversee Child Passenger Safety, Excise Police, Indiana SADD, pedestrian, pedalcyclist, and teen driver programs. Salary, benefits, and travel costs will be paid for by this project.
Budget: $75,000

Project Number: TSP-2018-07-00-01
Project Title: SADD - Teen Traffic Safety (Indirect Costs: $12,000)
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 schools, high schools, and college campuses. SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities. 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 teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge. All equipment will be identified in the project budget. No equipment over $5,000 will be approved without prior approval from the NHTSA regional administrator. Through these programs and hands on activities, Indiana SADD reaches teenagers all over the state. 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. This funding allows for approximately six events to be held throughout the state. Assigned program manager will provide oversight and monitoring of this project.
Budget: $8,000

Project Number: M6X-2018-06-00-01
Project Title: Excise Police - 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. The Indiana State Excise Police use Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE) to reach their goal of reducing the availability and use of alcoholic beverages by persons less than 21. A reduction in the illegal consumption, possession, and sale of alcoholic beverages to underage persons can greatly decrease the chance of impaired driving collisions. SUDS details are conducted at large events, such as concerts, where underage drinking often occurs. CIS allows officers to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. ICE details are conducted on college campuses throughout the state to increase enforcement and education.

The project's goal is to reduce risky behaviors, like underage drinking and binge drinking, in order to promote safer communities for students and local residents. These programs offer both education and enforcement activities to reduce underage impaired driving and therefore collisions. Assigned program manager will provide oversight and monitoring of this project.

In the years since CIS, SUDS, and ICE have been enacted, all appear have had an impact on reducing the number of crashes involving young drivers (ages 15-20) who are legally impaired. CIS, which is a statewide program, appears to have contributed to the reduction in the number of collisions since 2009. In 2015, there were only 280 collisions involving legally impaired young drivers, which was an all-time low. SUDS appears to have helped reduce the number of these crashes during big events. Klipsch music center is an example of how SUDS has appeared to be effective during the summer months that concerts take place at the venue. In 2006, three years before SUDS, there were 40 crashes involving legally impaired young drivers and in 2016, which is eight years into SUDS, only 20 crashes occurred. This year, 2017, is on track to have even fewer crashes. The ICE program appears to have an impact in reducing these types of crashes on college campuses, especially during big events on campuses, such as homecoming, welcome week, and home football games. An example of the impact of ICE is at Ball State University. There were 10 of these types of crashes during 2012 and 2014, the years prior to the enactment of ICE. Since ICE has begun the number of crashes has been on the decline. There were only three crashes during 2016.
Budget: $220,000

Project Number: M1X-2018-01-00-00 and PS-2018-00-13
Project Title: Children less than 15 years of age as unrestrained passenger vehicle occupant fatalities (Indirect Costs: $69,727)
MOE: Occupant Protection ($25,216.71)
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 of age) 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 emergency personnel and other interested individuals.
- Basic awareness courses for emergency personnel and other interested individuals.
- Child Passenger Safety refresher courses for technicians and instructors.
- The planning and hosting of a Child Passenger Safety Conference.
- Statewide outreach on properly restraining children to non-English speaking populations.
- Safe Kids Indiana supports a network of coalitions and chapters across the state. These chapters and coalitions are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.
- A program designed for the classroom to teach the importance of belt use for children 8-12. This program is entitled *Belt Abouts* and will be provided through the Safe Kids Indiana network.

Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.
Budget: $767,000

Project Number: CR-2018-17-00-00
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 attend the Child Passenger Safety Basic Awareness Course. Conducting this course will improve the understanding of the importance of making child passenger safety enforcement a priority. Increasing officer knowledge can decrease the number of children riding unsafely. 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. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.
Budget: $15,000

Project Number: Funding provided by State Violation Fund
Project Title: Child Restraint Distribution Grant
Description: ICJI receives funding from the Child Restraint Violation fund to distribute car seats to families currently receiving assistance. This grant will be utilized to fund the network of permanent fitting stations (PFS) across the state. These PFS each have a certified child passenger safety technician available for education, providing car seats (when appropriate), and advocate for child occupant protection. Currently, there are more than 90 PFSs throughout Indiana in 49 counties (see *Attachment 1: Occupant Protection* for a list of Indiana counties with a PFS). ICJI will also provide funding to the network of PFSs to provide child restraints at special events and one day clinics. Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.
Budget: $145,000

Project Number: M1X-2018-03-00-01
Project Title: Child Restraint Electronic Check-up Form
Description: This project will fund the purchase of 20 additional iPads for Indiana's child restraint fitting stations with cases. ICJI will also purchase cases for the remaining 15 tablets still in inventory at ICJI. In addition, this project will cover the costs associated with maintaining and updating for the Electronic Check Up Application, Electronic Check Up Website, and the TOPS website. ICJI has worked with IN3 and the Automotive Safety Program (ASP) to finalize the creation of an electronic check-up form application for child seat inspection stations. This new electronic form will provide staff at the inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. This electronic format will also allow CJI staff to run more accurate and timely reports through this newly created database. ICJI has purchased 118 iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. The addition of 20 iPads to the program will allow Indiana to provide at least one iPad to each of Indiana's fitting stations and additional for larger stations.
Budget: $45,000

Project Number: FESX-2018-01-00-00
Project Title: Distracted Driving
Description: Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and innovative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify innovative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations.
Budget: $100,000

Figure 19: Teen Driving and Children Budget Summary

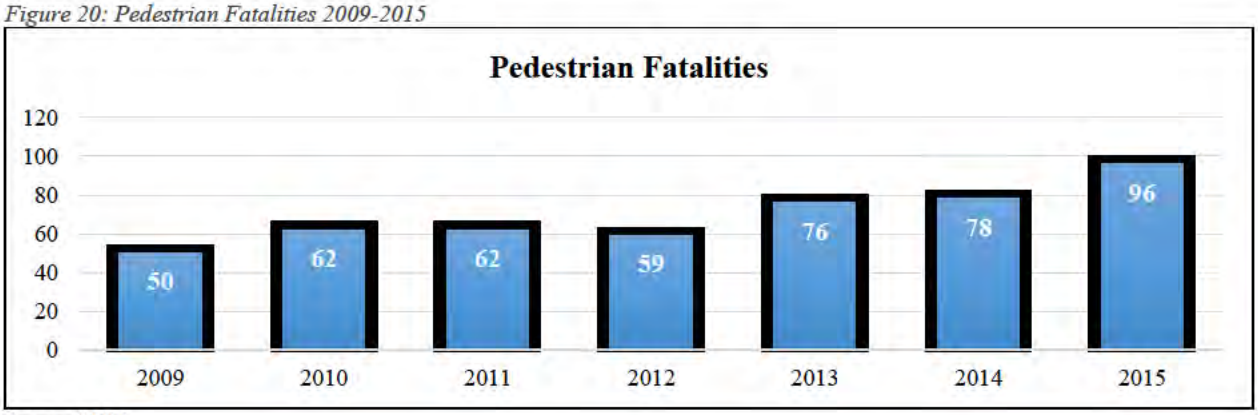
Project Number	Project Title	Budget	Budget Source
PT-2018-00-00-01	Program Management	$75,000	402
TSP-2018-07-00-01	SADD – Teen Traffic Safety	$150,000	402
State Farm	Rule the Road (RTR) – Teen Traffic Safety	$8,000	State Farm
M6X-2018-06-00-01	Excise Police- Teen Traffic Safety	$220,000	405 D
M1X-2018-01-00-00	Children Under 15, Unrestrained (ASP)	$732,000	405 B
PS-2018-00-00-13	Children Under 15, Unrestrained (ASP)	$35,000	402
CR-2018-17-00-00	Operation Kids: Next Generation	$15,000	402
State Violation Fund	Child Restraint Distribution Grant	$145,000	State Violation Fund
M1X-2018-03-00-01	Child Restraint Electronic Check-up Form	$45,000	405 B
FESX-2018-01-00-00	Distracted Driving	$100,000	405 E
Total All Funds	(Excluding State Farm and State Violation Funding)	**$1,525,000**	

Pedestrians and Bicyclists

Problem Identification

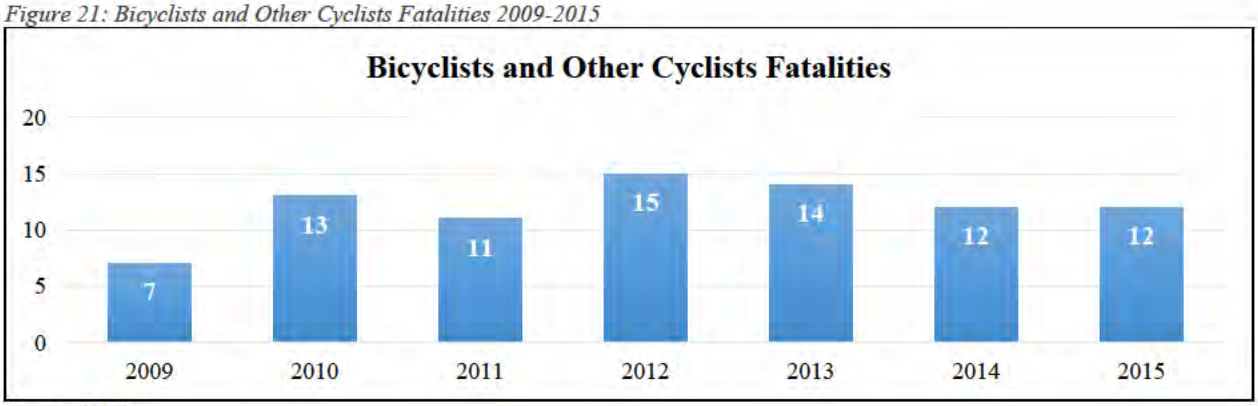
In 2015, there were 2,863 pedestrians and bicyclists involved in traffic collisions. Combined, these groups saw a small increase (1.6 percent) in the number of persons involved in collisions, and made up almost 13% of all fatalities. With the continual increase in the number of bicyclists and bicycle-friendly areas across the state, bicyclists were involved in 3.9 percent more collisions in 2015 compared with 2014. Pedalcyclists made up 1.4% of all fatalities in 2015. In 2015, every three in 1,000 collisions involved a pedalcyclist. Pedestrians made up 11.7% of all fatalities of 2015. Every five in 1,000 collisions involved a pedestrian. Pedestrians and pedalcyclists aged 15 to 24 involved in collisions had the highest involvement rates of the age groups. Pedestrians and pedalcyclists were also most likely to be involved in collisions during the hours of 3 pm and 6 pm and on weekdays. Failure to yield and pedestrian action currently is the causation factor in over 50% of crashes for both pedalcyclists and pedestrians.

Figure 20: Pedestrian Fatalities 2009-2015



Source: FARS

Figure 21: Bicyclists and Other Cyclists Fatalities 2009-2015



Source: FARS

Performance Measures and Targets:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	2015^	2016	2017	2018	Data Source
C-10	Pedestrian Fatalities	50	62	62	59	76	78	96	74 2	57	78	83	87	FARS
20	Bicyclists and Other Cyclists Fatalities	7	13	11	15	14	12	12	12 80	12	12	12	12	FARS

See Figure 2 on page 10 for notations

Project Number: PS-2018-02-00-10
Project Title: Pedestrian and Pedayclist Fatalities
Description: In FY 2018 ICJI will continue forward with the enforcement and education programs to address the non-motorist 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. Using "Countermeasures That Work", these programs could include bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY 2017, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. The number of agencies requesting funding doubled in FY 2017 and we expect another increase for FY 2018. These

projects combine 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 2018, 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: $150,000

Figure 22: Pedestrian and Cyclist Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2018-02-00-10	Pedestrian and Cyclist Fatalities	$150,000	402
Total All Funds		**$150,000**	

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 data 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 the IDHS, ISDH, and the Division of State Court Administration provide access to data ICJI would not otherwise possess.

In Indiana, there are currently only 100 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY-18 is to train five more hospitals.

The Nemsis III system for recording all EMS and Fire runs is not yet fully implemented. The goal of the Indiana Department of Homeland Security project is to fully implement NEMSIS III and create linkage to the other state agencies who are users of that data. The goal for FY-18 is to reach a minimum of 90% implementation of the NEMSIS III system.

There are currently courts in 61 counties linked into the Odyssey system. The goal of the Indiana Supreme Court eCWS is project is to increase the number of courts linked into Odyssey for all 92 counties. The goal for FY-18 is to add six more counties.

Increasing the number of state agencies using the e-CWS for the Racial Profiling project will increase the data collected and available for public review on the race of individuals receiving citations. This grant will allow for increased training of agencies into the eCWS, provide the necessary equipment to participate in the e-CWS and provide the training to educate officers on the importance of completing the race information on citations and warnings and encourage officers to complete that section of the citation. The goal for FY-18 is to add 10 agencies.

All the projects with these partners seek to (1) improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that the State needs 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, including discharge; (5) to evaluate and make recommendations to bring the State's Police Accident Report (PAR) in line with the most recent MMUCC standards; and (6) to 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, circumstances, and outcomes.

Project Numbers: M3DA-2018-01-00-00
Project Title: Program Management-Traffic Records
Description: This project funds the traffic records coordinator, who is responsible for managing Indiana's crash records system, chairing the State Traffic Records Coordinating Committee (TRCC), management of the Traffic Records subgrantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.
Budget: $60,000

Project Number: M3DA-2018-03-00-00
Project Title: Indiana Supreme Court - eCWS
Description: This project pays for costs to maintain traffic ticket data, computer equipment (Window and iPad tablets, laptops, printers, and scanners) to run the eCWS program, provide law enforcement eCWS training and support, and to maintain the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS). ICJI will receive prior approval from the NHTSA regional administrator to purchase any equipment over $5,000. Citation data is uploaded into the courts' Odyssey case management system, which is linked to the BMV and can be accessed by ICJI and other state agencies. This project also serves to enhance the e-CWS software to allow mapping data to be updated in a more timely and precise manner. The Traffic Records Coordinator will provide oversight and monitoring of this project.
Budget: $340,000

Project Number: M3DA-2018-02-00-00
Project Title: Purdue University – Center for Road Safety (Indirect Costs: $10,455)
MOE: Traffic Records ($29,272.64)
Description: This project funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications linking crash, hospital inpatient/outpatient databases, and BMV data. CRS also designs, implements, and analyzes results from the observational seat belt usage surveys. CRS links data submitted by EMS providers into the Crash Outcome Data Evaluation System (CODES). CRS will provide two CODES projects: (1) screening for road segments experiencing both high crash incidence and impaired driver incidence and (2) analysis of motorcycle crash outcomes based on previous training experience, socio-economic characteristics, and operator behavior (citations). Funding is used for salaries, benefits, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project.
Budget: $115,000

Project Number: TR-2018-01-00-00
Project Title: Indiana University – Public Policy Institute (Indirect Costs: $76,406.01)
MOE: Traffic Records ($130,670)
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 the Indiana Traffic Trend Fact Sheets, a Strategies for Reducing Traffic Deaths and Injuries Book, and an Indiana County Profiles Book. The fact sheets contain traffic-related data for the following categories: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. Based on input from ICJI, the fact book for FY18 will be restructured. The problem identification section of the fact book will be published as a separate face sheet. Also, the section of the fact book pertaining to county data will be added to the county profiles. ICJI utilizes the information from these publications to help set performance measures and distributes these publications to sub-grantees to incorporate into 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: F1906CMD-2018-01-00-00
Project Title: Indiana Supreme Court – State Court Administration – Racial Profiling
Description: This project will increase the use of the electronic Citation and Warning System (e-CWS) by law enforcement agencies that currently have officers not using the system (i.e. writing paper tickets). The ticketing software in eCWS has the ability to collect numerous data elements for each driver on any given traffic stop. Race is one of the data elements collected through the eCWS. This grant will increase the number of agencies and their officers using the eCWS. In conjunction with the eCWS software, the Supreme Court Division of State Court Administration, Trial Court Technology, created a central repository to track every ticket and warning issued. Officers upload all traffic tickets and warnings issued in the field to this database. The database includes geospatial information system (GIS) functionality. Using this functionality, agencies are able to run reports on the specific type of street or highway where traffic stops occurred, *including Federal Aid Highways.* Using the data in the central repository, the Supreme Court and ICJI are able to conduct analysis reports which can be shared with the public, or can be initiated at public request. In order to utilize the eCWS, officers must be trained in the use of the system, and provided the scanners and printers that are necessary to implement the eCWS. As part of the training, officers are advised and encouraged to complete the race field to the best of their ability. Further, the Supreme Court issues a user manual as part of the training which emphasizes the importance of the race field. Assigned program manager will provide oversight and monitoring of this project.
Budget: $350,557

Project Number: M3DA-2018-04-00-00
Project Title: Indiana Department of Homeland Security – EMS Data
Description: This project provides funds to pay for training and software necessary for the EMS Data Registry programs web-based on-line reporting system. No equipment over $5,000 will be purchased without prior approval from the NHTSA regional administrator. This system seeks to link data submitted by EMS providers into the NEMSIS III database. 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 III requirements. Assigned program manager will provide oversight and monitoring of this project.
Budget: $105,000

Project Number: M3DA-2018-05-00-00
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 121 hospitals with Emergency Management Systems in Indiana. The ISDH is currently working with approximately 100 of them. The goal for FY-18 is to add five additional hospitals in reporting into the system. 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, and the purchase of annual maintenance of software from vendors). Assigned program manager will provide oversight and monitoring of this project.
Budget: $170,252

Project Number: M3DA-2018-07-00-00
Project Title: Bureau of Motor Vehicles STARS Credential Issuance and Record Maintenance Software
Description: The Indiana Bureau of Motor Vehicles (BMV) needs to automate the notifications and follow-ups that are sent to Indiana Drivers that are identified as a potential hazard to themselves or others by operating a motor vehicle under Title 9-24-6.1 and 9-24-10-6.

In response to the growing population of aging drivers on the roadways, the BMV is currently restructuring and identifying additional needed efficiencies within its Driver Ability Department and Commercial Driver's License (CDL) Programs. Driver Ability and CDL Programs oversee the review of drivers identified as potentially having a physical, medical, or other conditions that requires further review of the individual to substantiate the continued validity of their driving privileges.

Driver Ability and CDL programs must mail notice to drivers and place time allotted follow-ups on the individual's record to ensure compliance with the notice request. Due to the complexity of these situations, individuals may receive multiple notices and follow-ups at various steps within this process. As this is a completely manual process, it is not only time consuming but allows for human error where notices or follow-ups may not be correctly created.

This project will add capacity to the System Tracking and Record Support (STARS) credential issuance and record maintenance software. These funds would be utilized to support the necessary human resources required for IT Programing and adequate Business Testing concerning our Driver Ability and CDL Program areas to ensure compliance with State Regulations while supporting improvements in efficiency and accuracy.

This project will automate medical and vision notifications required by the Driver Ability Program and CDL Programs within the BMV STARS update. This automation will provide the following:

- Increase the timeliness of notifications sent and follow-ups created.
- Reduce the labor hours required to generate notices and follow-ups.
- Increase the accuracy of all needed notifications and follow-ups being generated.
- Eliminate incorrect notices being sent to drivers, thus increasing uniformity for each given situation.
- Ensure that all required actions of the individual are completed to validate their driving privileges.
- Provides for safer drivers on the roads.

Additional:

- 12,750 sent to customers yearly.
- This accounts for approximately 2,125 hours @ 10 minutes per notice.
- This costs the agency $29,750 at straight pay at an average of $14.00 / hour.
- Automation would reduce mail time delay on average 2-3 days per notice
- Based on the number of notices mailed during this process, the BMV could complete the final action taken on a driver up to 30 days sooner.
- Automation creates a safeguard to ensure that all notifications are sent and followed up on.
- Based on an estimated 1% error rate, 125 incorrect notices are sent, creating further delay and confusion for the driver.

Budget: $500,000

Project Number: M3DA-2018-06-00-00
Project Title: Bureau of Motor Vehicles Data Compilation and Sharing
Description: This project funds the agreement with the Indiana Bureau of Motor Vehicles to create an extract with all pertinent information regarding licensed Indiana driver's including driving history. This extract will be provided to Purdue University-Center for Road Safety and Indiana University Public Policy Institute for purposes of analyzing Indiana highway traffic data. This extract has been conducted for the past seven years and includes BMV traffic data from 2003 to present.
Budget: $2,000

Figure 23: State Traffic Safety Information System Improvements Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
M3DA-2018-01-00-00	Program Mgmt / Traffic Records Coordinator	$60,000	405 C
M3DA-2018-03-00-00	Supreme Court - eCWS	$340,000	405 C
M3DA-2018-02-00-00	Purdue University – Center for Road Safety	$115,000	405 C
TR-2018-01-00-00	Indiana University – PPI	$350,000	402
F1906CMD-2018-01-00-00	Indiana Supreme Court – JTAC – Racial Profiling	$350,557	1906
M3DA-2018-04-00-00	Dept. of Homeland Security – EMS Data	$105,000	405 C
M3DA-2018-05-00-00	Dept. of Health – Trauma Database	$170,252	405 C

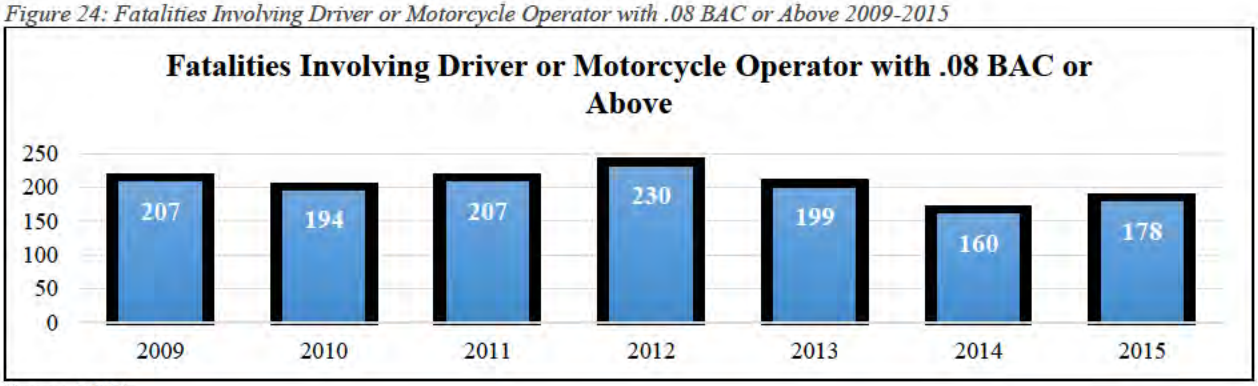
M3DA-2018-07-00-00	BMV- STARS Record Software	$500,000	405 C
M3DA-2018-06-00-00	BMV- Data Sharing	$2,000	405 C
Total All Funds		**$1,992,809**	

Impaired Driving

Problem Identification

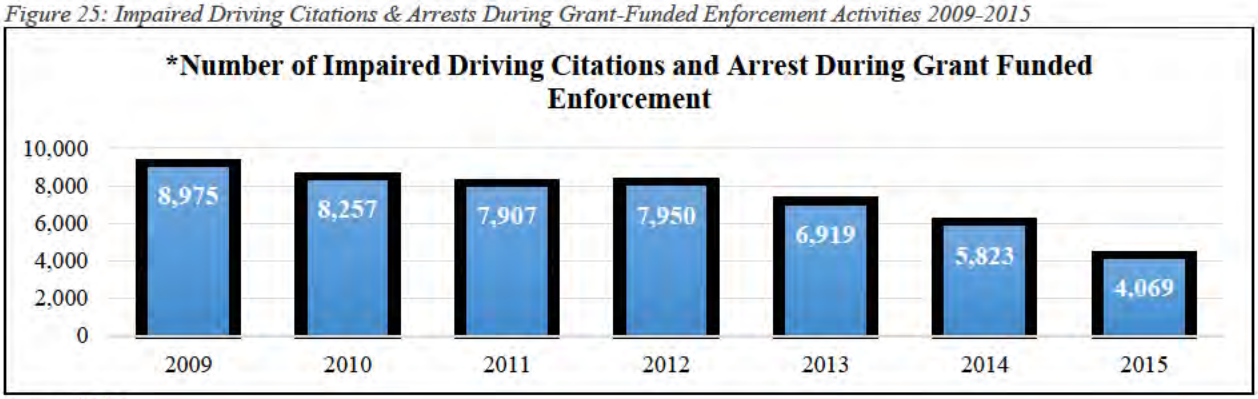
In 2015, there were 178 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 11.25 percent increase from 2014. However, the rate of 0.08+ BAC impaired driving fatalities per 100M VMT has significantly decreased from a rate of .29 in 2012 to a rate of .25 beginning in 2013 and continuing into 2014, but did increase 15 percent in 2015 to .23. Of the 752 fatal crashes in 2015, 178 (21.7 percent) involved an impaired driver. The number of impaired driving citations and arrests during grant-funded enforcement activities has been on a downward trend since 2012, decreasing 30.1 percent in 2015. Both males and females aged 21 to 24 years had the highest rates of alcohol impairment in collisions. The likelihood of alcohol-impaired fatal collisions was greatest in urban areas in 2015, with 40 percent of alcohol-impaired collisions occurring in this locale.

Figure 24: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2009-2015



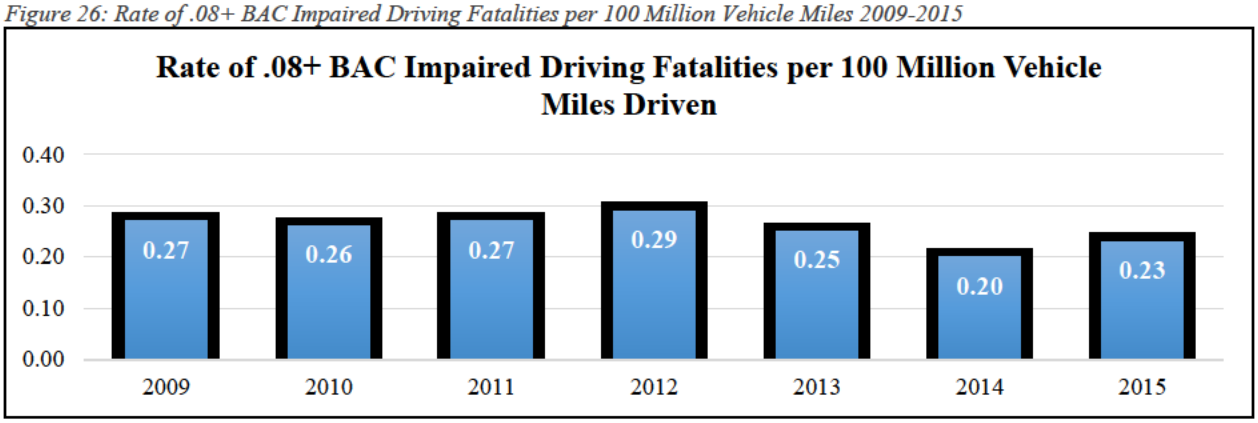
Source: FARS

Figure 25: Impaired Driving Citations & Arrests During Grant-Funded Enforcement Activities 2009-2015



Source: FARS

Figure 26: Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles 2009-2015



Source: FARS

Performance Measures and Targets:

Outcome Measure		Annual Figures							3 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	*2015^*	*2016*	*2017*	*2018*	Data Source
C-5	*Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above*	207	194	207	230	199	160	178	194.8	*197*	*181*	*171*	*171*	FARS
A-2	**Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement*	8,975	8,257	7,907	7,950	6,919	5,823	4,069	6,534	-	-	-	-	OPO
18	*Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled*	0.27	0.26	0.27	0.29	0.25	0.20	0.23	0.25	*0.35*	*0.23*	*0.22*	*0.22*	FARS

See Figure 2 on page 10 for notations

Project Number: M6X-2018-01-00-00
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: $75,000

Project Numbers: 164AL-2018-01-00-00 and M6X-2018-15-00-09
Project Title: Impaired Driving Enforcement (Impaired Driving 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. Sub-grantees will conduct high visibility enforcement during three statewide blitzes. Directed patrols and sobriety checkpoints will also be performed. These high visibility enforcement activities will also include impaired motorcyclists. In FY 2018, ICJI will

use data driven mapping and geo-targeting of crash data to encourage and select police agencies around the state to participate in the 2018 Impaired Driving Task Force Program. Recommended funding for this project will be distributed using section 164 in a year-long enforcement campaign managed by the Impaired Driving Program Manager and 405 D funds.
Budget: $1,800,000

Dangerous Roadways
Project Number: M6X-2018-14-00-05
Project Title: Summer Impaired Driving Enforcement Project
Description: The Summer Enforcement Project grant promotes a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties. The Summer Enforcement Project was designed to decrease alcohol impaired collisions and fatalities in identified counties. For the purposes of this project, ICJI established a definition of small, medium and large counties based on the following criteria:

County Type	Number of Alcohol Impaired Collisions
Small	1-49
Medium	50-99
Large	100+

Based on the number of alcohol-impaired collisions in each county for 2015, counties are divided into the categories of small, medium, and large. The rate of alcohol-impaired collisions per 1,000 total collisions is then calculated for each county. Counties are then ordered from highest rate to lowest rate. The top 15 small, 10 medium, and 5 large counties are identified, based on their rate of alcohol-impaired collisions.

After review and approval of the initial application, applicants are provided the suggested enforcement areas from ICJI based on research of their county where alcohol-impaired collisions are occurring. Based on five-year trend data, alcohol-impaired collisions are mapped. The map and a list of roadways where alcohol-impaired collisions are most frequently occurring are provided to agencies as a basis for their enforcement. This further provides participating agencies not only the problem areas, but also the days and times of impaired crashes so that enforcement can be planned to provide the best strategies to reduce fatality and injury rates in these areas.
Budget: $500,000

Project Number: M6X-2018-04-00-00
Project Title: Standard Field Sobriety Test (SFST)/Drug Recognition Expert (DRE) Program
Description: This project provides funding for SFST, DRE and ARIDE trainings. 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. In 2016, the TSD contracted Lt. Robert Duckworth of the Decatur County Sheriff's Department to conduct SFST refresher and DRE certification refresher courses. Lt. Duckworth will continue to work with local law enforcement to ensure that officers

are current on their training. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE programs also are funded by this project. These programs provide officer training to better recognize drug-impaired drivers. ARIDE training provides officers with an introduction to 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 and testify as an expert witness in impaired driving cases. Assigned program manager will provide oversight and monitoring of this project.
Budget: $355,000

Project Number: M6X-2018-04-00-05
Project Title: DRE Tablet Data Entry and Management System
Description: In FY 2017 this project funded the purchase of 200 tablets and associated hardware, software and license fees to support Indiana's Drug Recognition Expert (DRE) program. This project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at Rockefeller College's Institute for Traffic Safety Management and Research in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures. FY 2018 Funding is requested to purchase 40 additional tablets and associated hardware, software, license fees, and necessary accessories for additional DRE instructors and to replace damaged/aging units as necessary.
Budget: $60,000

Project Number: M6X-2018-06-00-00
MOE: Alcohol ($438,823)
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: M6X-2018-12-00-08
Project Title: Judicial Outreach Liaison (JOL)
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. The JOL will also:

- Work with the State's Specialty Court Committee to promote the development and use of OWI courts in Indiana.
- Continue to work with National Judicial Fellows and the Regional JOL to promote outreach opportunities as they relate to impaired driving issues.
- Identify issues of concern to judges and other court officials regarding impaired driving issues.
- Share information and coordinate with TSD, LELs, TRSP and others on emerging impaired driving issues.
- Develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OWI offenders.
- Identify barriers that hamper effective training, education and outreach to the courts and recommend alternative means to address these issues and concerns.

Assigned program manager will provide oversight and monitoring of this project.
Budget: $37,000

Project Number: M6X-2018-07-00-00
Project Title: Department of Toxicology Backlog Reduction
Description: This project continues to fund outsourcing to reduce the Indiana State Department of Toxicology backlog of approximately 2,000 traffic related drug cases. While the *alcohol* turnaround time for analysis is currently less than 60 days, the turnaround time for traffic related drug cases submitted for analysis is approximately 5 months. This turnaround time for drug analysis is delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. It is imperative that these forensic results be available for courts in a timely manner to assist with prosecution decisions and expedite the adjudication of traffic related offenses. This project will improve timeliness and completeness in the safety database systems of crash and citation/adjudication. Assigned program manager will provide oversight and monitoring of this project.
Budget: $200,000

Project Number: M6X-2018-09-00-01
Project Title: Department of Toxicology LC/QQQ Liquid Chromatograph Mass Spectrometer
Description: It is essential, once the drug confirmation turnaround time and backlogs are reduced to acceptable levels for traffic related drug cases, that Indiana State Department of Toxicology (ISDT) maintain the success and reduced backlog achieved through the use of the outsource grant funds awarded in the FY17 HSP. Therefore, additional funding is requested to purchase a Liquid Chromatograph Mass Spectrometer (LC/QQQ). ISDT's current LC/QQQ is 11 years old and the vendor recently advised that they will no longer guarantee support or

replacement parts for this instrument. Currently the LC/QQQ is used to confirm cases which have screened positive for Benzodiazepines, Zolpidem, and Stimulants and in the future it will be used for some Opioid confirmations. If the current LC/QQQ would breakdown and could not be repaired, the backlog of cases requiring confirmation would quickly grow placing ISDT once again in the negative situation of increased turnaround times. This purchase of this device will result in an increase in traffic safety drug analysis turnaround time and move ISDT towards complete in-house traffic safety drug analysis with little or no need for outsourcing. This Spectrometer will be used for in-house drug analysis and 96.2% of these cases will be for traffic safety cases. This purchase will also include an Parker Generator and Auto Sampler. CJI will only fund 96.2% of the total project cost.

Budget: $400,000

Figure 27: Impaired Driving Program and Budget Summary

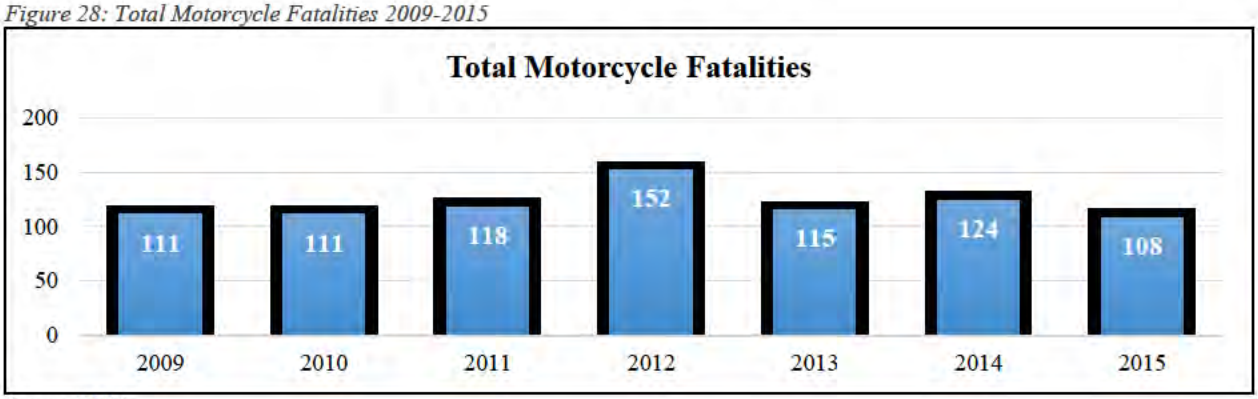
Project Number	Project Title	Budget	Budget Source
M6X-2018-01-00-00	Program Management	$75,000	405 D
164AL-2018-01-00-00	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)	$1,549,125	164AL
M6X-2018-15-00-09	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)	$250,875	405 D
M6X-2018-14-00-05	Summer Impaired Driving Enforcement Project	$500,000	405 D
M6X-2018-04-00-00	SFST/DRE Program	$355,000	405 D
M6X-2018-04-00-05	DRE Tablet Data Entry and Management System	$60,000	405 D
M6X-2018-06-00-00	Traffic Safety Resource Prosecutor	$185,000	405 D
M6X-2018-12-00-08	Judicial Outreach Liaison (JOL)	$37,000	405 D
M6X-2018-07-00-00	Department of Toxicology Backlog Reduction	$200,000	405 D
M6X-2018-09-00-01	Department of Toxicology- Mass Spectrometer	$400,000	405 D
Total All Funds		**$3,612,000**	

Motorcyclist Safety

Problem Identification

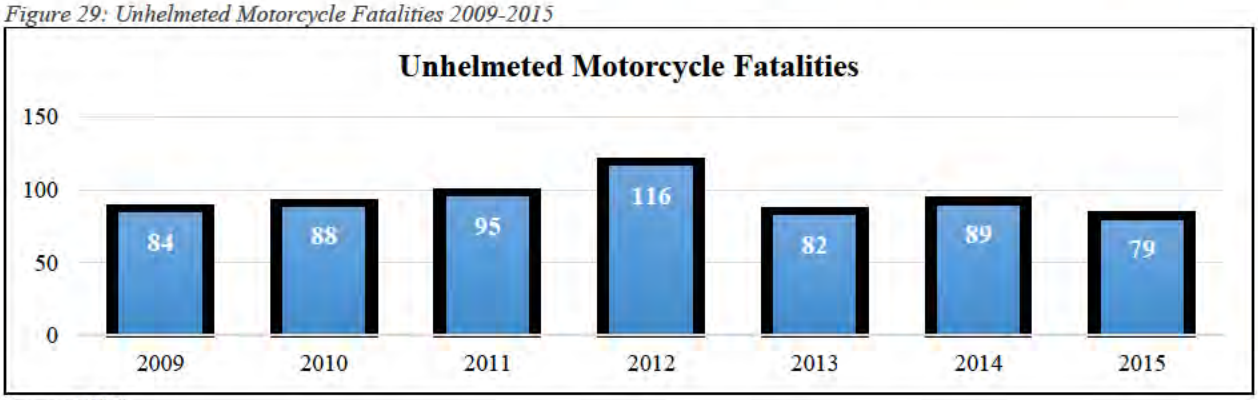
In 2015, there were 108 motorcycle fatalities. This is a 16.4 percent decrease from 2014. However, the number of incapacitating injuries increased, with 739 incapacitating injuries in 2015 compared to 521 in 2014. Collisions involving motorcycles predominately occurred during clear weather conditions, on straight/level roads, on local/city roads, and during daylight hours. Unhelmeted riders experienced higher fatal (4.2 percent) and incapacitating injury rates (15 percent) compared with those wearing helmets (1.5 percent and 6.5 percent, respectively). Motorcycle fatalities per 100,000 registrations decreased from 55.1 in 2014 to 41 in 2015. Rates have continued to significantly decrease since 2012 when the rate was at a seven-year high of 68.13. The most common age group to be involved in a motorcycle collision was 45 to 54 years old. "Failure to yield right of way" and "Following too closely" were the most common primary factors attributed to unsafe actions by the motorcyclist.

Figure 28: Total Motorcycle Fatalities 2009-2015



Source: FARS

Figure 29: Unhelmeted Motorcycle Fatalities 2009-2015



Source: FARS

Figure 30: Motorcycle Fatalities per 100k Registrations 2009-2015

Source: FARS

Performance Targets and Measures:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	2015^	2016	2017	2018	Data Source
C-7	Total Motorcycle Fatalities	111	111	118	152	115	124	108	123.4	120	112	111	107	FARS
C-8	Unhelmeted Motorcycle Fatalities	84	88	95	116	82	89	79	92.20	94	81	81	77	FARS
17	Motorcycle Fatalities per 100k Registrations	54.15	54.15	57.73	68.13	52.60	55.69	42.53	55.34	63*^	49.30	48.13	44.86	FARS

See Figure 2 on page 10 for notations

Project Number: MC-00-00-18
Project Title: Program Manager- Motorcycle Coordinator
Description: This project provides funding for projects designed to improve the safety of motorcyclists through programs that promote motorcycle safety training, proper licensing, riding unimpaired and utilizing all proper motorcycle rider protective gear. Current projects include the High Visibility Enforcement (HVE) Motorcycle Project, sponsorship of the Miracle Ride, and partnerships for events such as Motorcycle Safety Awareness Month and Motorcycles on Meridian.
Budget: $15,000

Project Number: M6X-2018-15-00-01
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. 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. 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. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2015 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. While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE motorcycle campaigns at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides. The ICJI will provide up to 5,000 motorcycle safety flip books to the agencies conducting these campaigns to hand out to riders at these events.
Budget: $65,000

Figure 31: Motorcycle Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-00-00-0018	Program Mgmt / Motorcycle Coordinator	$15,000	402
M6X-2018-15-00-01	Motorcycle HVE (May to August)	$65,000	405 D
Total All Funds		**$80,000**	

Planning and Administration

Project Number: PA-2018-01-00-00
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: $425,000

Project Number: PT-2018-05-00-00
Project Title: Statewide Training
Description: This project provides for an annual statewide training for all subgrantees and potential subgrantees. Trainings are provided in three separate regions of the state to allow for maximum attendance. Topics covered include grant management and fraud prevention, legal and/or legislative updates, available funding and training opportunities, and best practice presentations. The Traffic Safety Division Director will provide oversight and monitoring of this project.
Budget: $7,000

Project Number: PT-2018-06-00-00
Project Title: Program Success Awards
Description: This project provides for an annual awards and recognition ceremony for all subgrantees and statewide partners. High performing agencies are recognized and awarded equipment grants for the purpose of purchases related to traffic enforcement. Equipment grant awards will only be awarded to traffic safety subgrantees with existing project agreements. The Traffic Safety Division Director will provide oversight and monitoring of this project.
Budget: $95,000

Figure 32: Planning and Administration Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2018-01-00-00	Planning and Administration	$425,000	402
PT-2018-05-00-00	Statewide Training	$7,000	402
PT-2018-06-00-00	Program Success Awards	$95,000	402
Total All Funds		**$527,000**	

Strategic Communications Plan

Project Numbers:
PM-2018-00-00-12 (402): *Media/Communications Division*
MC-2018-00-00-13 (402): *Media/Public Awareness Campaign*
FDPEM-2018-00-00-01 (405 D): *Media/Communications Division*
M9X-2018-00-01-05 (405 F): *Media/Communications Division*

Plan Summary

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 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.

ICJI will continue to use digital media messaging to reach audiences ages 35 and younger. Studies have shown this demographic does not consume traditional media and relies instead on their mobile devices to receive information. ICJI will also 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.

ICJI will strengthen its partnerships with key organizations to meet message objectives. This includes the Automotive Safety Partnership, Miracle Ride for Riley Hospital, ABATE and other groups that can assist in getting messages to targeted audiences. Additionally, when appropriate, ICJI will hold media events with our partners, to further expand messaging.

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;
- 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.

Communications Calendar

Ongoing/Season Long

Project Title: Year-long Campaign Specific Awareness (Indianapolis Colts) – Awareness Partnership
Project Budget: $80,000
Project Number:
Funding Stream: 402 and 405 D
Target Audience:

- All Indiana drivers

Key Message(s):

- Don't Drive Distracted
- Buckle Up, It Saves Lives
- Drive Sober or Get Pulled Over

- The Right Seat Matters, Is Your Child in It?
- Any Traffic Safety Related Campaign

Synopsys: 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 Service Program, etc.).

Project Title: Drive Sober or Get Pulled Over and Drive Now. TXT L8R (Banker's Life Fieldhouse) – Awareness Partnership
Project Budget: $60,000
Project Number:
Funding Stream: 402 & 405 D
Target Audience:

- All Indiana drivers

Key Message(s):

- Drive Sober or Get Pulled Over
- Drive Now. TXT L8R

Synopsys: 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 exit will be "Drive Now. TXT L8R." The partnership further allows for campaign-specific announcements at the venue, as well as traditional radio advertising before and after each event.

Project Title: Teen Seat Belt Usage, Don't Drive Distracted and Underage Drinking and Driving (WHMB TV40 Indianapolis) – Awareness Partnership
Project Budget: $26,000
Project Number:
Funding Stream: 402 & 405 D
Target Audience:

- Teen drivers – ages 13-18

Key Message(s):

- Buckle Up, It Saves Lives
- Don't Drive Distracted.
- If You're Underage, Don't Drink. It's That Simple.

Synopsys: Reaching nearly 1.1 million homes, WHMB TV40 is the premier provider for high school sports in the Central Indiana area, which is a radius of 30 counties. From 2013-2016, the Central Indiana area has seen close to 31,000 automobile collisions from this age group, resulting in 9,222 injuries and 154 deaths. This represents 33 percent of the collisions and 43 percent of the injuries and fatalities that occurred within the state from 2013-2016 for this age group. Through the use of TV spots, live announcements, and promotional mentions, we will partner with WHMB TV40 to deliver targeted messaging to our intended audience in an effort to reduce the number of teen collisions, injuries, and deaths due to unrestrained driving, driving distracted, and driving while under the influence.

Project Title: Teen Seat Belt Usage, Don't Drive Distracted and Underage Drinking and Driving (WHME TV46 South Bend) – Awareness Partnership
Project Budget: $18,000
Project Number:
Funding Stream: 402 & 405 D
Target Audience:

- Teen drivers – ages 13-18

Key Message(s):

- Buckle Up, It Saves Lives
- Don't Drive Distracted.
- If You're Underage, Don't Drink. It's That Simple.

Synopsys: Reaching nearly 340,000 households including all or part of about one dozen Indiana counties, WHME TV46 is the premier provider for high school sports in the South Bend area. From 2013-2016, the South Bend area has seen close to 12,500 automobile collisions from this age group, resulting in 2,791 injuries and 43 deaths. This represents 13 percent of the collisions and 13 percent of the injuries and fatalities that occurred within the state from 2013-2016 for this age group. Through the use of TV spots, live announcements, and promotional mentions, we will partner with WHME TV46 to deliver targeted messaging to our intended audience in an effort to reduce the number of teen collisions, injuries, and deaths due to unrestrained driving, driving distracted, and driving while under the influence.

Project Title: Seat Belt Usage and Drive Sober or Get Pulled Over (South Shore RailCats) – Awareness Partnership
Project Budget: $26,000
Project Number:
Funding Stream: 402 & 405 D
Target Audience:

- All Indiana drivers

Key Message(s):

- Drive Sober or Get Pulled Over
- Buckle Up, It Saves Lives

Synopsys: Each year more than 165,000 Northwest Indiana residents visit the U.S. Steel Yard, which is home to the South Shore RailCats baseball team. By partnering with the South Shore RailCats, we will use targeted messaging to reach our intended audience in an effort to reduce the number of collisions, injuries, and deaths related to unrestrained driving and driving under the influence. This partnership provides both static displayed messaging, as well as radio and video. Static messaging will be prominently displayed along the Indiana I-90 corridor, which reaches a daily driving audience of 35,000 to 42,000 cars. From 2013-2016, the Northwest Indiana area has seen nearly 88,000 automobile collisions, resulting in 15,021 injuries and 255 deaths. This represents 10 percent of the collisions and 11 percent of the injuries and fatalities that occurred within the state during the same time period.

October 2017

Project Title: Dangerous & Distracted Driving – Magazine Ads
Project Budget: $11,500
Project Number:
Funding Stream: 402

Target Audience:

- All Indiana College Juniors and Seniors

Key Message(s):

- Don't Drive Distracted
- Buckle Up, It Saves Lives

Synopsys: 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.

November 2017

Project Title: Safe Family Travel (Thanksgiving) – Enforcement Campaign

Project Budget: $175,000

Project Number:

Funding Stream: 402 & 405 D

Target Audience:

- All Indiana drivers

Key Message(s):

- Buckle Up, It Saves Lives
- The Right Seat Matters, Is Your Child in It?
- Drive Sober or Get Pulled Over

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

December 2017 and January 2018

Project Title: Winter Holiday Travel & New Year's – Awareness & Enforcement Campaign

Project Budget: $175,000

Project Number:

Funding Stream: 402 & 405 D

Target Audience:

- Winter Holiday Travel
  - All Indiana drivers
- New Year's Celebration
  - Primary – While males, ages 25 to 54
  - Secondary – Young men, ages 21 to 24
  - Tertiary – Young women, ages 21 to 44

Key Message(s):

- Winter Holiday Travel
  - Buckle Up, It Saves Lives
  - The Right Seat Matters, Is Your Child in It?

    - Don't Drive Distracted
- New Year's Celebration
    - Drive Sober or Get Pulled Over
    - Buzzed Driving is Drunk Driving

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

February 2018

Project Title: Super Bowl (Impaired Driving) – Enforcement Campaign
Project Budget: $100,000
Project Number:
Funding Stream: 405 D
Target Audience:

- Primary – While males, ages 25 to 54
- Secondary – Young men, ages 21 to 24
- Tertiary – Young women, ages 21 to 44

Key Message(s):

- Drive Sober or Get Pulled Over
- Buzzed Driving is Drunk Driving

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

April 2018

Project Title: Distracted Driving Awareness Month – Awareness Campaign
Project Budget: $200,000
Project Number:
Funding Stream: 402
Target Audience:

- Indiana drivers, ages 15-45

Key Message(s):

- Drive Now, Text Later
- Don't Drive Distracted

Synopsys: The campaign and materials will be distributed across the state and in a variety of formats. Through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

April 2018

Project Title: Motorcycle Safety Awareness – Awareness Campaign
Project Budget: $175,000
Project Number:
Funding Stream: 402
Target Audience:

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

Key Message(s):

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

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

May 2018

Project Title: Click It or Ticket – Enforcement Campaign
Project Budget: $200,000
Project Number:
Funding Stream: 405 D
Target Audience:

- 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(s):

- Click It or Ticket
- Buckle Up, It Saves Lives

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

June 2018

Project Title: Miracle Ride for Riley Hospital - Sponsorship
Project Budget: $50,000
Project Number:
Funding Stream: 405

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

Key Message(s):

- Ride Sober or Get Pulled Over
- Get Legal, Get Licensed

- Be Aware, Motorcycles Are Everywhere

Synopsys: 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.

July 2018

Project Title: July Fourth Holiday (Impaired Driving) – Enforcement Campaign
Project Budget: $100,000
Project Number:
Funding Stream: 405 D
Target Audience:

- Primary – While males, ages 25 to 54
- Secondary – Young men, ages 21 to 24
- Tertiary – Young women, ages 21 to 44

Key Message(s):

- Drive Sober or Get Pulled Over
- Ride Sober or Get Pulled Over (Motorcycles)
- Buzzed Driving is Drunk Driving

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

July 2018

Project Title: Teen Safety & Distracted Driving – Magazine Ads
Project Budget: $11,500
Project Number:
Funding Stream: 402
Target Audience:

- All Indiana High School Juniors and Seniors

Key Message(s):

- Don't Drive Distracted
- Buckle Up, It Saves Lives

Synopsys: 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.

August 2018

Project Title: Drive Sober or Get Pulled Over – Enforcement Campaign
Project Budget: $200,000
Project Number:

Funding Stream: 405 D
Target Audience:

- Primary – While males, ages 25 to 54
- Secondary – Young men, ages 21 to 24
- Tertiary – Young women, ages 21 to 44

Key Message(s):

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

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

September 2018

Project Title: Child Passenger Safety Week
Project Budget: $100,000
Project Number:
Funding Stream: 402
Target Audience:

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

Key Message(s):

- The Right Seat Matters, Is Your Child in It?

Synopsys: Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.
Sam

September 2018

Project Title: Child Passenger Safety & Seat Belt Usage – Magazine Ads
Project Budget: $11,500
Project Number:
Funding Stream: 402
Target Audience:

- Adult students

Key Message(s):

- The Right Seat Matters, Is Your Child in It?
- Buckle Up, It Saves Lives

Synopsys: Each year 75,000 adult students in Indiana receive the “Career Ready” publication, a publication of the Indianapolis Business Journal. 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.

Communications Budget Summary

The communications budget helps to pay for a portion of ICJI communications director's salary as a portion of the communications director's time is spend on traffic safety related media. In addition, the *Special Projects and Productions* category provides a small amount of funding for marketing materials related to any special events occurring during FY 2018. This also provides the available funding for any traffic safety ad hoc marketing and needed materials.

Figure 33: 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 2017- September 2018)	$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 2017- September 2018)	$40,000	$40,000	
Teen Seat Belt Usage, Don't Drive Distracted, and Underage Drinking and Driving - WHMB TV40 Indianapolis Partnership (October 2017- March 2018)	$13,000	$13,000	
Teen Seat Belt Usage, Don't Drive Distracted and Underage Drinking and Driving - WHME TV46 South Bend Parntership (October 2017- March 2018)	$9,000	$9,000	
Dangerous and Distracted Driving, Teen Safety, Child Passenger Safety and Seat Belt Usage Ads (October 2017, July 2018, and September 2018)	$34,500		
Safe Family Travel (November 2017)	$50,000	$125,000	
Winter Holiday Travel (December 2017 and January 2018)	$50,000	$125,000	
Super Bowl (February 2018)		$100,000	
Distracted Driving Month (April 2018)	$200,000		
Motorcycle Safety and Awareness (April 2018- May 2018)	$175,000		
Seat Belt Usage, Drive Sober of Get Pulled Over - Gary SouthShore RailCats Partnership (May 2018- September 2018)	$13,000	$13,000	
Click It or Ticket (May 2018)	$200,000		
Miracle Ride for Riley Hospital (June 2018)			$50,000
July Fourth (July 2018)		$100,000	
Drive Sober or Get Pulled Over (August 2018)		$200,000	
Child Passenger Safety (September 2018)	$100,000		
Special Projects and Productions	$100,000		
Subtotals	$1,044,500	$755,000.00	$50,000.00
Grand Totals		$1,849,500	

Financial Summary

Figure 34: Program Cost Detail

Indiana Program Cost Summary FY2018 Programs	2018 Budget	402 General	405D Impaired Driving	405B Child Pass/Seat Belts	405F Motorcyle	405E Distracted Driving	405C Traffic Records	164 Alcohol Penalty Funds	1906	Total Federal Funds	Match	Total Federal & State
Planning and Administrative (P&A)												
Planning & Administration-Federal	425,000	425,000	0	0	0	0	0	0	0	425,000	0	425,000
Planning & Administration-State	425,000	0	0	0	0	0	0	0	0	0	425,000	425,000
Sub-total P&A	850,000	425,000	0	0	0	0	0	0	0	425,000	425,000	850,000
Section II: Occupancy Protection												
Program Management	75,000	75,000	0	0	0	0	0	0	0	75,000	18,750	93,750
Child Restraint Check-up Form	45,000	0	0	45,000	0	0	0	0	0	45,000	11,250	56,250
Automotive Safety Program	767,000	35,000	0	732,000	0	0	0	0	0	767,000	191,750	958,750
Seat Belt Enforcement (OPO)	3,000,000	3,000,000	0	0	0	0	0	0	0	3,000,000	750,000	3,750,000
Pedestrian/Bicycle	150,000	150,000	0	0	0	0	0	0	0	150,000	37,500	187,500
Rural Demonstration Project (RDP)	80,000	0	0	80,000	0	0	0	0	0	80,000	20,000	100,000
SADD	150,000	150,000	0	0	0	0	0	0	0	150,000	37,500	187,500
Operation Kids: Next Generation	15,000	15,000	0	0	0	0	0	0	0	15,000	3,750	18,750
Media / Communications Division	799,500	799,500	0	0	0	0	0	0	0	799,500	199,875	999,375
Sub-total Occ Protection	5,081,500	4,224,500	0	857,000	0	0	0	0	0	5,081,500	1,270,375	6,351,875
Section III: Alcohol											0	
Program Management	75,000	0	75,000	0	0	0	0	0	0	75,000	18,750	93,750
Enforcement (DUI Task Force)	1,800,000	0	250,875	0	0	0	0	1,549,125	0	1,800,000	62,719	1,862,719
Motorcycle HVE	65,000	0	65,000	0	0	0	0	0	0	65,000	16,250	81,250
Dept of Toxicology Backlog Reduction	200,000	0	200,000	0	0	0	0	0	0	200,000	50,000	250,000
Department of Toxicology LC/QQQ	400,000	0	400,000	0	0	0	0	0	0	400,000	100,000	500,000
DRE Tablets	60,000	0	60,000	0	0	0	0	0	0	60,000	15,000	75,000
Ignition Interlock Pilot	37,000	0	37,000	0	0	0	0	0	0	37,000	9,250	46,250
SFST/DRE	355,000	0	355,000	0	0	0	0	0	0	355,000	88,750	443,750
Summer Impaired Driving Enforcement Project	500,000	0	500,000	0	0	0	0	0	0	500,000	125,000	625,000
Traffic Safety Resource Prosecutor	185,000	0	185,000	0	0	0	0	0	0	185,000	46,250	231,250
Excise Police	220,000	0	220,000	0	0	0	0	0	0	220,000	55,000	275,000
Media / Communications Division	805,000	0	755,000	0	50,000	0	0	0	0	805,000	201,250	1,006,250
Sub-total Alcohol	4,702,000	0	3,102,875	0	50,000	0	0	1,549,125	0	4,702,000	788,219	5,490,219
Section IV: PTS												
Program Management	75,000	75,000	0	0	0	0	0	0	0	75,000	18,750	93,750
Statewide Training	7,000	7,000	0	0	0	0	0	0	0	7,000	1,750	8,750
OPO Success Awards	95,000	95,000	0	0	0	0	0	0	0	95,000	23,750	118,750
Indiana State Police	1,166,000	716,000	450,000	0	0	0	0	0	0	1,166,000	291,500	1,457,500
Sub-total PTS	1,343,000	893,000	450,000	0	0	0	0	0	0	1,343,000	335,750	1,678,750
Section V: Community TS												
LEL Program	495,000	495,000	0	0	0	0	0	0	0	495,000	123,750	618,750
Sub-total Community TS	495,000	495,000	0	0	0	0	0	0	0	495,000	123,750	618,750
Section VI: Traffic Records/ Research												
Program Management	75,000	15,000	0	0	0	0	60,000	0	0	75,000	18,750	93,750
PPI	350,000	350,000	0	0	0	0	0	0	0	350,000	87,500	437,500
Purdue University/ CRS	115,000	0	0	0	0	0	115,000	0	0	115,000	28,750	143,750
BMV STARS	500,000	0	0	0	0	0	500,000	0	0	500,000	125,000	625,000
Supreme Court	340,000	0	0	0	0	0	340,000	0	0	340,000	85,000	425,000
DHS	105,000	0	0	0	0	0	105,000	0	0	105,000	26,250	131,250
ISDH	170,252	0	0	0	0	0	170,252	0	0	170,252	42,563 00	212,815
Racial Profiling Grant	350,557	0	0	0	0	0	0	0	350,557	350,557	87,639 25	438,196
BMV Data Compilation	2,000	0	0	0	0	0	2,000	0	0	2,000	500	2,500
Sub-total Traffic Records	2,007,809	365,000	0	0	0	0	1,292,252	0	350,557	2,007,809	501,952 25	2,509,761
Section VII: Motorcycles												
Media / Public Awareness Campaign	195,000	195,000	0	0	0	0	0	0	0	195,000	48,750	243,750
Sub-total Motorcycles	195,000	195,000	0	0	0	0	0	0	0	195,000	48,750	243,750
Section VIII: Dangerous Roadways												
Distracted Driving	100,000	0	0	0	0	100,000	0	0	0	100,000	25,000	125,000
Sub-total Dangerous Roadways	100,000	0	0	0	0	100,000	0	0	0	100,000	25,000	125,000
Total 2018 Budget Expenditures	**14,774,309**	**6,597,500**	**3,552,875**	**857,000**	**50,000**	**100,000**	**1,292,252**	**1,549,125**	**350,557**	**14,349,309**	**3,518,796.00**	**17,868,105.00**

Figure 35: Financial Summary Graph

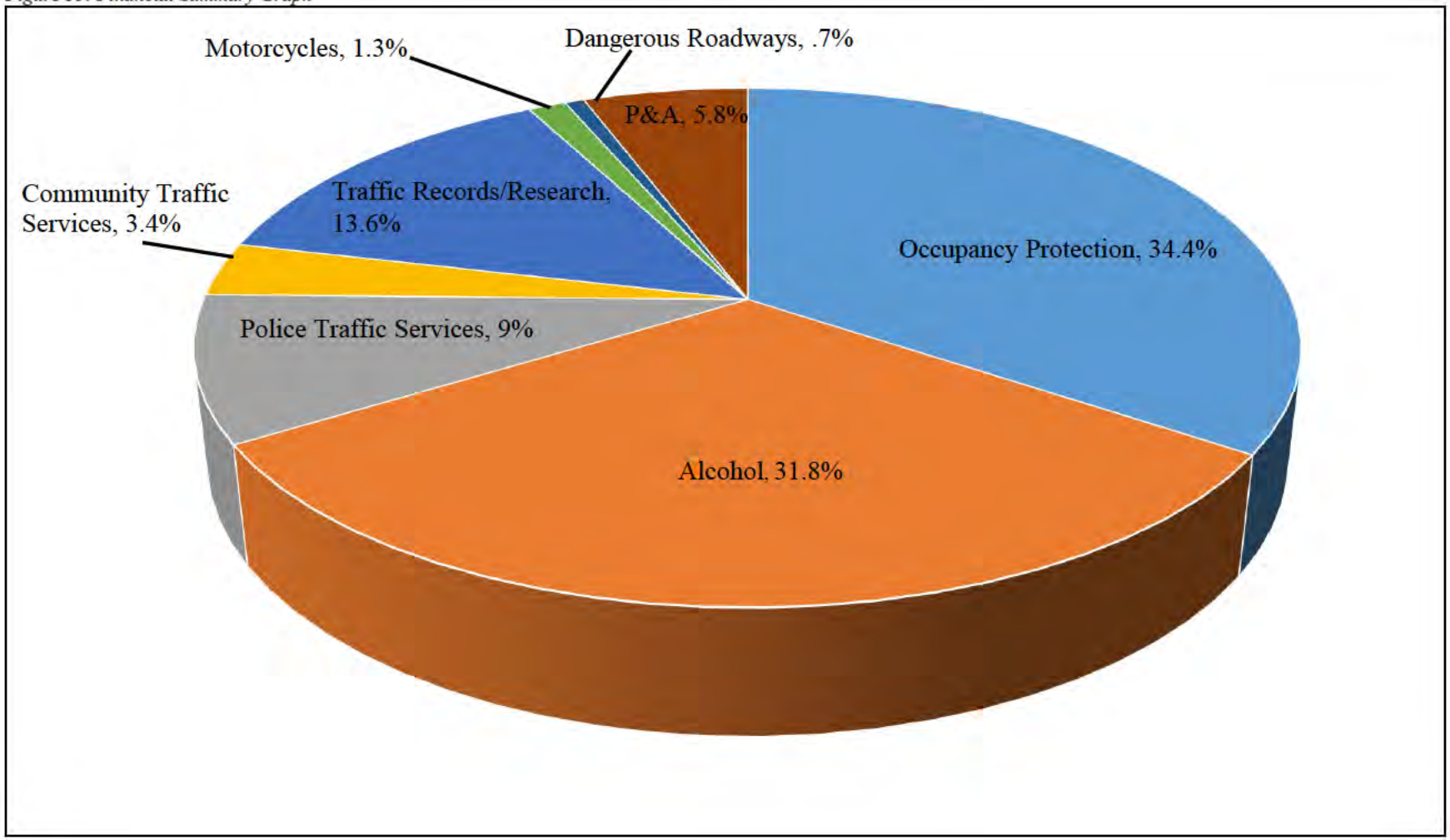


Figure 36: Highway Safety Plan Transaction (HSP-1)

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Indiana

Highway Safety Plan Transaction

2018-HSP-1

For Approval

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
164 Transfer Funds								
164 Alcohol								
	8 Plan		164AL-2018-01-00-00	Enforcement (DUI Task Force)	$387,281.00	$1,549,125.00	$.00	$1,549,125.00
164 Alcohol Total					**$387,281.00**	**$1,549,125.00**	**$.00**	**$1,549,125.00**
164 Transfer Funds Total					***$387,281.00***	***$1,549,125.00***	***$.00***	***$1,549,125.00***
FAST Act NHTSA 402								
Planning and Administration								
	1 Plan		PA-2018-01-00-00		$425,000.00	$425,000.00	$.00	$.00
Planning and Administration Total					**$425,000.00**	**$425,000.00**	**$.00**	**$.00**
Motorcycle Safety								
	38 Plan		MC-2018-00-00-13	Media/Public Awareness Campaign	$48,750.00	$195,000.00	$.00	$195,000.00
	44 Plan		MC-2018-00-00-18	Program Management / Motorcycle Coordina	$3,750.00	$15,000.00	$.00	$.00
Motorcycle Safety Total					**$52,500.00**	**$210,000.00**	**$.00**	**$195,000.00**
Occupant Protection								
	2 Plan		OP-2018-01-00-00	Program Management	$18,750.00	$75,000.00	$.00	$.00
	5 Plan		OP-2018-02-00-00	Seat Belt Enforcement (OPO)	$750,000.00	$3,000,000.00	$.00	$3,000,000.00
Occupant Protection Total					**$768,750.00**	**$3,075,000.00**	**$.00**	**$3,000,000.00**
Pedestrian/Bicycle Safety								
	3 Plan		PS-2018-00-00-13	Automotive Safety Program	$8,750.00	$35,000.00	$.00	$35,000.00
	30 Plan		PS-2018-02-00-10	Pedestrian Bicycle	$37,500.00	$150,000.00	$.00	$150,000.00
Pedestrian/Bicycle Safety Total					**$46,250.00**	**$185,000.00**	**$.00**	**$185,000.00**
Police Traffic Services								
	15 Plan		PT-2018-00-00-01	Program Management	$18,750.00	$75,000.00	$.00	$.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	16	Plan	PT-2018-05-00-00	Statewide Training	$1,750.00	$7,000.00	$.00	$.00
	17	Plan	PT-2018-06-00-00	OPO - Program Success Awards	$23,750.00	$95,000.00	$.00	$.00
	18	Plan	PT-2018-00-00-00	Indiana State Police	$179,000.00	$716,000.00	$.00	$.00
Police Traffic Services Total					**$223,250.00**	**$893,000.00**	**$.00**	**$.00**
Traffic Records								
	21	Plan	TR-2018-01-00-00	PPI - Public Policy Institute - Indiana	$87,500.00	$350,000.00	$.00	$.00
Traffic Records Total					**$87,500.00**	**$350,000.00**	**$.00**	**$.00**
Community Traffic Safety Project								
	20	Plan	CP-2018-01-00-00	LEL Program	$123,750.00	$495,000.00	$.00	$495,000.00
Community Traffic Safety Project Total					**$123,750.00**	**$495,000.00**	**$.00**	**$495,000.00**
Child Restraint								
	32	Plan	CR-2018-17-00-00	Operation Kids - Next Generation	$3,750.00	$15,000.00	$.00	$15,000.00
Child Restraint Total					**$3,750.00**	**$15,000.00**	**$.00**	**$15,000.00**
Paid Advertising								
	37	Plan	PM-2018-00-00-12	Media/Communications Division	$199,875.00	$799,500.00	$.00	$799,500.00
Paid Advertising Total					**$199,875.00**	**$799,500.00**	**$.00**	**$799,500.00**
Teen Safety Program								
	31	Plan	TSP-2018-07-00-01	SADD	$37,500.00	$150,000.00	$.00	$15,000.00
Teen Safety Program Total					**$37,500.00**	**$150,000.00**	**$.00**	**$15,000.00**
FAST Act NHTSA 402 Total					***$1,968,125.00***	***$6,597,500.00***	***$.00***	***$4,704,500.00***
FAST Act 1906 Prohibit Racial Profiling								
1906 Collecting and Maintaining Data								
	27	Plan	F1906CMD-2018-01-00-00	Racial Profiling Grant	$87,639.25	$350,557.00	$.00	$.00
1906 Collecting and Maintaining Data Total					**$87,639.25**	**$350,557.00**	**$.00**	**$.00**

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
FAST Act 1906 Prohibit Racial Profiling Total					***$87,639.25***	***$350,557.00***	***$.00***	***$.00***
FAST Act 405b OP High								
405b OP High								
	4 Plan		M1X-2018-01-00-00	Automotive Safety Program	$183,000.00	$732,000.00	$.00	$.00
	6 Plan		M1X-2018-03-00-00	Rural Demonstration Project	$20,000.00	$80,000.00	$.00	$.00
	29 Plan		M1X-2018-03-00-01	Child Restraint Check-up Form	$11,250.00	$45,000.00	$.00	$.00
405b OP High Total					**$214,250.00**	**$857,000.00**	**$.00**	**$.00**
FAST Act 405b OP High Total					***$214,250.00***	***$857,000.00***	***$.00***	***$.00***
FAST Act 405c Data Program								
405c Data Program								
	22 Plan		M3DA-2018-02-00-00	Purdue University/CRS	$28,750.00	$115,000.00	$.00	$.00
	23 Plan		M3DA-2018-07-00-00	BMV Stars	$125,000.00	$500,000.00	$.00	$.00
	24 Plan		M3DA-2018-03-00-00	Supreme Court	$85,000.00	$340,000.00	$.00	$.00
	25 Plan		M3DA-2018-04-00-00	DHS (Dept of Homeland Security)	$26,250.00	$105,000.00	$.00	$.00
	26 Plan		M3DA-2018-05-00-00	ISDH	$42,563.00	$170,252.00	$.00	$.00
	28 Plan		M3DA-2018-06-00-00	BMV Data Compilation	$500.00	$2,000.00	$.00	$.00
	43 Plan		M3DA-2018-01-00-00	Program Management	$15,000.00	$60,000.00	$.00	$.00
405c Data Program Total					**$323,063.00**	**$1,292,252.00**	**$.00**	**$.00**
FAST Act 405c Data Program Total					***$323,063.00***	***$1,292,252.00***	***$.00***	***$.00***
FAST Act 405d Impaired Driving Low								
405d Impaired Driving Low								
	7 Plan		M6X-2018-01-00-00	Program Management	$18,750.00	$75,000.00	$.00	$.00
	10 Plan		M6X-2018-09-00-01	Department of Toxicology LC/QQQ	$100,000.00	$400,000.00	$.00	$.00
	11 Plan		M6X-2018-07-00-00	Department of Toxicology Backlog Reducti	$50,000.00	$200,000.00	$.00	$.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	12	Plan	M6X-2018-04-00-05	DRE Tablets	$15,000.00	$60,000.00	$.00	$.00
	13	Plan	M6X-2018-06-00-00	Traffic Safety Resource Prosecutor	$46,250.00	$185,000.00	$.00	$.00
	14	Plan	M6X-2018-06-00-01	Excise Police - Teen Traffic Safety	$55,000.00	$220,000.00	$.00	$.00
	19	Plan	M6X-2018-10-00-08	Indiana State Police	$112,500.00	$450,000.00	$.00	$.00
	33	Plan	M6X-2018-15-00-09	Enforcement (DUI Task Force)	$62,719.00	$250,875.00	$.00	$.00
	34	Plan	M6X-2018-15-00-01	Motorcycle HVE	$16,250.00	$65,000.00	$.00	$.00
	35	Plan	M6X-2018-12-00-08	Ignition Interlock Pilot	$9,250.00	$37,000.00	$.00	$.00
	36	Plan	M6X-2018-14-00-05	Summer Impaired Driving Enforcement Proj	$125,000.00	$500,000.00	$.00	$.00
	42	Plan	M6X-2018-04-00-00	SFST/DRE	$88,750.00	$355,000.00	$.00	$.00
405d Impaired Driving Low Total					**$699,469.00**	**$2,797,875.00**	**$.00**	**$.00**
405d Low Paid/Earned Media								
	39	Plan	FDLPEM-2018-00-00-01	Media / Communications Division	$188,750.00	$755,000.00	$.00	$.00
405d Low Paid/Earned Media Total					**$188,750.00**	**$755,000.00**	**$.00**	**$.00**
FAST Act 405d Impaired Driving Low Total					***$888,219.00***	***$3,552,875.00***	***$.00***	***$.00***
FAST Act 405e Special Distracted Driving								
405e Distracted Driving								
	41	Plan	FESX-2018-01-00-00	Distracted Driving	$25,000.00	$100,000.00	$.00	$.00
405e Distracted Driving Total					**$25,000.00**	**$100,000.00**	**$.00**	**$.00**
FAST Act 405e Special Distracted Driving Total					***$25,000.00***	***$100,000.00***	***$.00***	***$.00***
FAST Act 405f Motorcycle Programs								
405f Motorcycle Programs								
	40	Plan	M9X-2018-00-01-05	Media Communications Division	$12,500.00	$50,000.00	$.00	$.00
405f Motorcycle Programs Total					**$12,500.00**	**$50,000.00**	**$.00**	**$.00**
FAST Act 405f Motorcycle Programs Total					***$12,500.00***	***$50,000.00***	***$.00***	***$.00***

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA Total					*$3,906,077.25*	*$14,349,309.00*	*$.00*	*$6,253,625.00*
Total					*$3,906,077.25*	*$14,349,309.00*	*$.00*	*$6,253,625.00*
Total Plan					*$.00*	*$.00*	*$.00*	*$.00*
Total					*$.00*	*$.00*	*$.00*	*$.00*
Total					*$.00*	*$.00*	*$.00*	*$.00*
Total					*$.00*	*$.00*	*$.00*	*$.00*

Appendices

Appendix A: Certifications and Assurances for Highway Safety Grants

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)

[*Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State 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.*]

State: Indiana Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.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), 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 ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

a. 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;
b. Establishing a drug-free awareness program to inform employees about:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

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

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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 or may pursue suspension or debarment.

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, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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.

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

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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))

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

4. At least 40 percent 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 political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

5. 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))

6. 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))

7. 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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
    - 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, except for the Secretary of Interior on behalf of Indian tribes;
    - 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))

8. 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))

9. 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))

The State: **[*CHECK ONLY ONE*]**

■ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

□ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Signature Governor's Representative for Highway Safety

6/14/2017

Date

DAVID R. MURTAUGH

Printed name of Governor's Representative for Highway Safety

Appendix B: Application Requirements for Section 405 and Section 1906 Grants

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

[*Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.*]

State: Indiana Fiscal Year: 2018

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Signature Governor's Representative for Highway Safety — Date: 6/14/2017

David R. Murdaugh
Printed name of Governor's Representative for Highway Safety

NHTSA

FY18 405(b) Occupant Protection

State

Indiana

PART 1: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)

☑ Check the box only if applying for an Occupant Protection grant

All States: [Fill in all blanks below.]

The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

The State occupant protection program area plan for the upcoming fiscal year is provided on HSP page #:

20-25

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 #:

22

A table that documents the State's active network of child restraint inspection stations is provided on HSP page #:

94

Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.

A table that identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is provided on HSP page #:

93

Lower Seat belt Use States Only:
[Check at least 3 boxes below and fill in all blanks related to those checked boxes]

Primary Enforcement Seat Belt Use Statute ☐

The State 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 is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

Occupant Protection Statute ☐

The State 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, is in effect, and will be enforced during the fiscal year of the grant.

Date of enactment:

Last amended on:

Insert legal citation(s):

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:

Seat Belt Enforcement ☐

The State seat belt enforcement plan is provided on HSP page #:

High Risk Population Countermeasure Programs ☐

The State's data-driven programs to improve seat belt and child restraint use for at least 2 of the following at-risk populations (drivers on rural roadways, unrestrained nighttime drivers, teenage drivers, or other at-risk populations as identified in the occupant protection program area is provide on HSP page #:

Comprehensive Occupant Protection Program ☐

Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date:

Multi-year strategic plan is provided on HSP page or attachment #:

Name and title of State designated occupant protection coordinator:

List that contains the names, titles and organizations of the statewide occupant protection task force membership is provided on HSP page #:

Occupant Protection Program Assessment ☐

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted within 3 years prior to the application date (enter date):

NHTSA

FY18 405(c) Information System Improvements

State

Indiana

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

☑ Check the box only if applying for a State Traffic Safety System Improvement grant

All States: [Fill in all blanks below]

The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

Enter the TRCC meeting dates (at least 3) during the 12 months preceding the application due date: 10/12/2016 | 02/15/2017 | 05/19/2017

If applicable, additional TRCC meeting dates can be found on HSP page #: 95

The name and title of the State Traffic Records Coordinator is:

John Bodeker, Indiana Traffic Records Coordinator - Indiana Criminal Justice Institute

A list of the TRCC members by name, title, home organization and the core safety database represented is provided on HSP page #:

97-98

The State Traffic Records Strategic Plan is provided as follows:

Description of specific, quantifiable and measurable improvements is provided on HSP page or attachment #:

120-121

List of all recommendations from most recent assessment is provided on HSP page or attachment #:

99-104

Recommendations to be addressed, including projects and performance measures is provided on HSP page or attachment #:

103-104

Recommendations not to be addressed, including reasons for not implementing is provided on HSP page or attachment #:

103-104

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 is provided on HSP page or attachment #:

99-121

The State's most recent assessment of its highway safety data and traffic records system was completed on:

03/15/2013

NHTSA

FY18 405(d) Impaired Driving Countermeasures

State

Indiana

PART 3: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

☑ Check this box only if applying for an Impaired Driving Countermeasures grant

All States: [Check *both boxes* below]

☑ The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

☑ The State shall use the funds awarded under 23 U.S.C. 405(d) only for the implementation and enforcement of programs authorized as provided in 23 U.S.C. § 1300.23 (j)

Mid-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

☐ The State submits its new or revised statewide impaired driving plan approved by a statewide impaired driving task force on:

Specifically:

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force and continues to use this plan:

Date of previously submitted plan:

High-Range States Only: [Check *one box* below and fill in *all* blanks related to that checked box.]

☐ *New Statewide Impaired Driving Plan:*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on:

The statewide impaired driving plan includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on:

Specifically -

The HSP page or attachment # that describes the authority and basis for operation of the Statewide impaired driving task force:

The HSP page or attachment # that contains the list of names, titles and organizations of all task force members:

The HSP page or attachment # that contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving:

The HSP page or attachment # that addresses any related recommendations from the assessment of the State's impaired driving program:

The HSP page or attachment # that contains the detailed project list for spending grant funds:

The HSP page or attachment # that describes how the spending supports the State's impaired driving program and achievement of its performance targets:

☐ *Updated Statewide Impaired Driving Plan:*

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on:	
The State updates its assessment review and spending plan provided as HSP page or attachment #:	

NHTSA

FY18 405(e)
Distracted Driving

State

Indiana

PART 6: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

☑ Check this box only if applying for a Distracted Driving grant.

[Fill in ***all*** blanks related to the checked box.]

Comprehensive Distracted Driving Grant: ☑

The State provides sample distracted driving questions from the State's driver's license examination on HSP page #:

135

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, with a minimum fine at least $25 is in effect, and will be enforced during the fiscal year of the grant.

Date enacted: 07/01/2011

Date last amended: 07/01/2014

Legal citation(s):

Prohibition on texting while driving:

I.C. 9-21-8-59

Definition of covered wireless communication devices:

I.C. 9-13-2-177.3

Minimum fine of at least $25 for an offense:

I.C. 9-21-8-49

Exemptions from texting ban:

I.C. 9-21-8-59(a)(3)

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, with a minimum fine of at least $25, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:	Date last amended:
07/01/2011	07/01/2014

Legal citation(s):

Prohibition on youth cell phone use while driving:

I.C. 9-24-11-3.5

Definition of covered wireless communication devices:

I.C. 9-13-2-177.3

Minimum fine of at least $25 for an offense:

I.C. 9-21-8-49

Exemptions from youth cell phone use ban:

I.C. 9-21-8-59(a)(3)

Note: The FAST Act allows a State to use up to 75 percent of Section 405(e) funds for any eligible project or activity under Section 402 if the State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

Special Distracted Driving Grant for Fiscal Year 2018 ☑

The State's basic text messaging statute applying to drivers of all ages is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:	Date last amended:
07/01/2011	07/01/2014

Legal citation(s):

Basic text messaging statute:

I.C. 9-21-8-59

Primary enforcement:

I.C. 9-21-8-49

Fine for a violation of the basic text messaging statute:

I.C. 9-21-8-49

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, is in effect, and will be enforced during the fiscal year of the grant.

Date enacted:	Date last amended:
07/01/2011	07/01/2014

Legal citation(s):

Prohibition on youth cell phone use while driving:

I.C. 9-24-11-3.5 & 9-21-8-59

Definition of covered wireless communication devices:

I.C. 9-13-2-177.3

The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

NHTSA

FY18
405(f) Motorcyclist Safety

State

Indiana

PART 7: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

☑ Check this box only if applying for a Motorcyclist Safety grant

[Check ***at least 2 boxes*** below and fill in all blanks related to those checked boxes]

Motorcycle Riding Training Course ☐

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula (select one):

- ○ Motorcycle Safety Foundation Basic Rider Course
- ○ TEAM OREGON Basic Rider Training
- ○ Idaho STAR Basic I
- ○ California Motorcyclist Safety Program Motorcyclist Training Course
- ○ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA

A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records is provided on HSP page #:

Motorcyclist Awareness Program ☑

The name and organization of the head of the designated State authority over motorcyclist safety issues is:

Commissioner Peter Lacy - Indiana Bureau of Motor Vehicles

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

The performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle is provided on HSP page #:

130-131

The countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided on HSP page #:

128-130

Reduction of Fatalities and Crashes Involving Motorcycles ☐

Data required showing the total number of motor vehicle crashes involving motorcycles is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Impaired Driving Program ☐

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation is provide on HSP page #:

Countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data is provided on HSP page #:

Reduction of Fatalities and Accidents Involving Impaired Motorcycles ☐

Data required showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided on HSP page #:

Description of the State's methods for collecting and analyzing data is provided on HSP page #:

Use of Fees Collected from Motorcyclists for Motorcycle Programs ☑

[Select ***one circle only*** below and fill in ***all*** blanks related to that selection ***only***.]

Applying as a Law State: ◉ Choice 1

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): I.C. 9-27-7-7

AND

The State's law appropriating funds for FY *(enter FY below)* 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.

FY 2018

Legal citation(s): I.C. 9-29-5-2

Applying as a Data State: ○ Choice 2

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, in fact, used for motorcycle training and safety programs is provided on HSP page #:

NHTSA

FY18 405(g)
Graduated Driver Licensing

State

Indiana

PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT (23 CFR § 1300.26)

☑ Check the box only if applying for a Graduated Driver Licensing Incentive grant

[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 will be enforced during the fiscal year of the grant

Date last amended:

07/01/2015

Learner's Permit Stage (Enter Legal Citations):

Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age:

I.C. 9-24-7-1

Applicant must pass vision test and knowledge assessments

I.C. 9-24-10-4

In effect for at least 6 months:

I.C. 9-24-3-2.5

In effect until driver is at least 16 years of age:

I.C. 9-24-3-2.5

Must be accompanied and supervised at all times:

I.C. 9-24-7-4

Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night:

I.C. 9-24-9-2

Prohibition on use of personal wireless communications device:

I.C. 9-21-8-59 & 9-24-11-3.7

Extension of learner's permit stage if convicted:

Exemptions from graduated driver licensing law:

I.C. 9-24-7-1

Intermediate Permit Stage (Enter Legal Citations):

Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement:

Applicant must pass behind-the-wheel driving skills assessment:

I.C. 9-24-10-4

In effect for at least 6 months:

I.C. 9-24-11-3.5

In effect until driver is at least 17 years of age:

I.C. 9-24-11-3.5

Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies:

I.C. 9-24-11-3.5

No more than 1 nonfamilial passenger younger than 21 allowed:

I.C. 9-24-11-3.5

Prohibition on use of personal wireless communications device:

I.C. 9-24-11-3.7

Extension of intermediate stage if convicted:

Exemptions from graduated driver licensing law:

I.C. 9-24-11-3.5

NHTSA

FY18

Racial Profiling Data Collection (S. 1906)

State

Indiana

PART 10: RACIAL PROFILING DATA COLLECTION GRANT (23 CFR § 1300.28)

☑ Check the box above only if applying for a Racial Profiling Data Collection grant

[Check one box ***only*** below and fill in ***all*** blanks under the checked box ***only***.]

Official Documentation: ☐

The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway is provided on HSP page or attachment #:

Assurances: ☑

Assurances that the State will undertake projects during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway is provided on HSP page #:

32-34

Attachments

Attachment 1: Occupant Protection

405 B - Occupant Protection (23 CFR 1300)

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 pages 22-23. The State will participate in the Rural Demonstration Project in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page 23.

2. The State's occupant protection plan for the upcoming fiscal year is provided on HSP pages 20-25.

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

   The Indiana Criminal Justice Institute provides funding and/or resources to a network of 96 permanent fitting stations (PFS) in 55 of the state's 92 counties. Seventeen of the counties are urban (county population is greater than 100,000), fifteen are mixed rural/urban counties (county population is between 40,000-100,000) and twenty-three rural counties (county population below 40,000). Forty-five of the sites provide bi-lingual services for Spanish speaking families. 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. Table that identifies the number of classes to be held, locations and estimated number of students is provided as HSP attachment *#1 Occupant Protection*.

Figure 37: Number of Classes for Child Passenger Seat Installation

Number of Classes	Locations	Number of Participants
30	Statewide	300
10	Central Region	100
10	North Region	100
2	North Central Region	20
2	East Central Region	20
2	South East Region	20
4	South West Region	40

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. As of May 24, 2017, there are 1079 CPSTs, 56 of whom are CPSTIs. Of these, 107 technicians are law enforcement, 6 of whom are CPSTI. Additionally, Indiana has 2 instructor candidates and 32 potential CPSTs registered to take one

of four scheduled courses. Indiana's latest recertification rate (January – April, 2017) is 68% compared to the national average of 56.4%.

Figure 38: Counties with Fitting Stations

2017 Indiana Counties With At Least One Permanent Fitting Station by Population					
State	State Population	State Population Under 18*			
Indiana	6,619,680	1,588,723			
County	Count Population	County Population Under 18*	County	County Population	County Population Under 18*
Allen	370,404	84,823	LaPorte	110,015	24,093
Bartholomew	81,402	18,641	Lawrence	45,518	10,060
Boone	64,653	17,327	Madison	129,296	28,445
Cass	37,946	9,031	Marion	941,229	234,366
Clark	116,031	26,803	Marshall	46,556	11,825
Clay	26,309	6,077	Miami	35,883	7,787
Clinton	32,457	8,439	Monroe	145,496	23,134
Dearborn	49,331	11,445	Montgomery	38,074	8,795
Decatur	26,598	6,596	Morgan	69,698	16,240
Delaware	115,603	21,849	Newton	13,924	3,008
Elkhart	203,781	57,059	Orange	19,335	4,544
Floyd	76,990	17,862	Perry	18,966	3,926
Grant	66,937	13,990	Porter	167,791	37,921
Greene	32,211	7,151	Pulaski	12,660	2,874
Hamilton	316,373	89,217	Putnam	37,436	7,338
Hancock	73,717	17,545	Ripley	28,846	6,981
Harrison	39,826	9,041	Shelby	44,324	10,150
Hendricks	160,610	41,277	Spencer	20,648	4,646
Henry	48,521	10,141	St. Joseph	269,141	64,325
Howard	82,568	18,743	Starke	23,009	5,246
Huntington	36,400	8,008	Tippecanoe	188,059	38,928
Jackson	44,013	10,783	Tipton	15,182	3,219
Jasper	33,433	8,091	Vanderburgh	181,721	39,797
Jefferson	32,418	6,743	Vigo	107,931	22,234
Johnson	151,982	38,148	Warrick	62,498	15,250
Kosciusko	79,092	19,378	White	23,999	5,640
LaGrange	39,110	13,141	Whitley	33,449	7,760
Lake	485,846	117,575	TOTAL	5,755,246	1,363,456

Source: United States Census Bureau, State & County QuickFacts, Population Estimates as of July 1, 2015.

Retrieved June 6, 2017 from quickfacts.census.gov/qfd/states/18000 html

* 2015 US Census Bureau estimates which provide the most recent percent of "Persons under 18 years"

Dark grey is Urban (>100,000), light grey is mixed rural/urban (40,000-100,000), white is rural (<40,000)

Attachment 2: Traffic Records and Information Systems

405 C – Traffic Records and Information Systems (23 CFR 1300.22)

1. A signed copy of the TRCC charter is included in this attachment on pages: 122-123

2. FY 2017 and FY 2018 TRCC meetings dates are below.

FY 2017 Meeting Dates	FY 2018 Proposed Meeting Dates
October 12, 2016	October 18, 2016
February 15, 2017	February 21, 2017
May 19, 2017	May 16, 2017

3. List of the TRCC membership and the organization and function they represent is on the following pages: 97-98

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

John Bodeker
Indiana Traffic Records Coordinator
Indiana Criminal Justice Institute

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

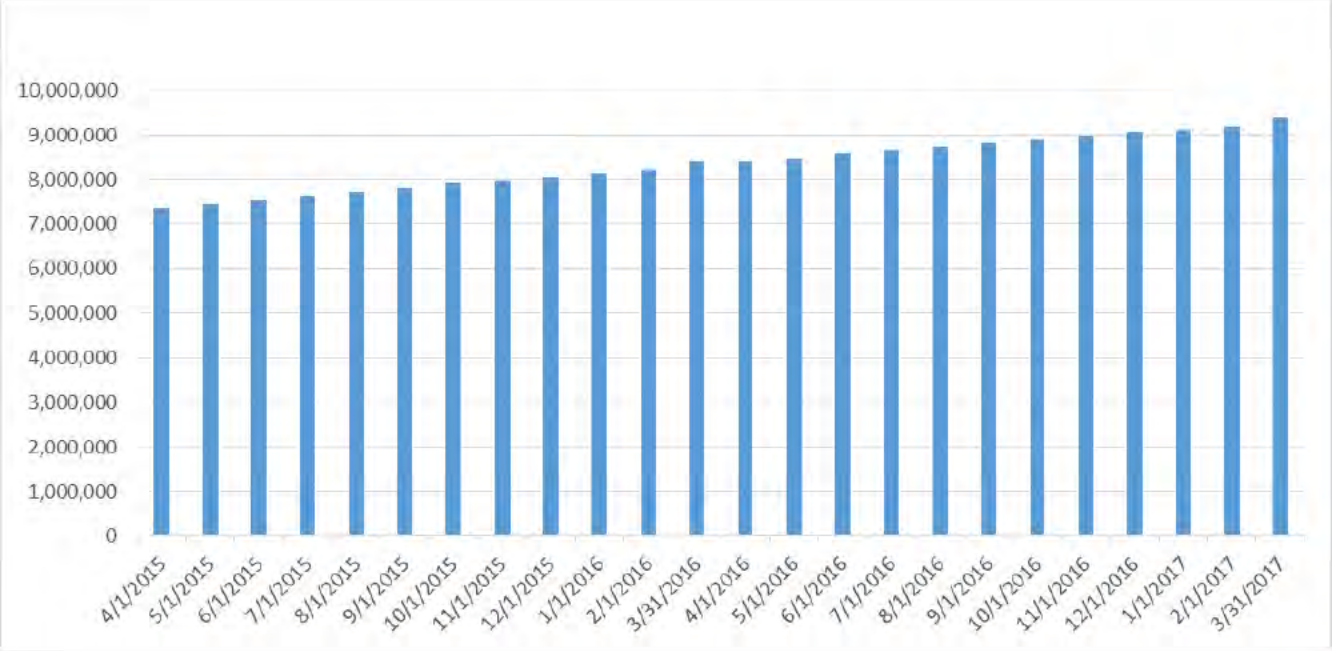
6. The following pages in the State's Strategic Plan provides a written description of the performance measures and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or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

Month	Count	Month	Count	% Change Month to Year
4/1/2015	7,367,823	4/1/2016	8,396,773	13.97%
5/1/2015	7,447,489	5/1/2016	8,478,610	13.85%
6/1/2015	7,537,353	6/1/2016	8,579,068	13.82%
7/1/2015	7,619,325	7/1/2016	8,654,500	13.59%
8/1/2015	7,715,995	8/1/2016	8,729,325	13.13%
9/1/2015	7,819,047	9/1/2016	8,813,015	12.71%
10/1/2015	7,914,859	10/1/2016	8,904,032	12.50%
11/1/2015	7,984,474	11/1/2016	8,972,742	12.38%
12/1/2015	8,060,271	12/1/2016	9,050,253	12.28%
1/1/2016	8,135,374	1/1/2017	9,115,016	12.04%
2/1/2016	8,214,352	2/1/2017	9,199,382	11.99%
3/31/2016	8,393,444	3/31/2017	9,398,513	11.97%

Uniform Traffic Tickets Issued in Indiana



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*CSD stands for Core Safety Database

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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 STRATEGIC 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.

CONTINUED ON NEXT PAGE

Figure 39: Rating Distribution by Module

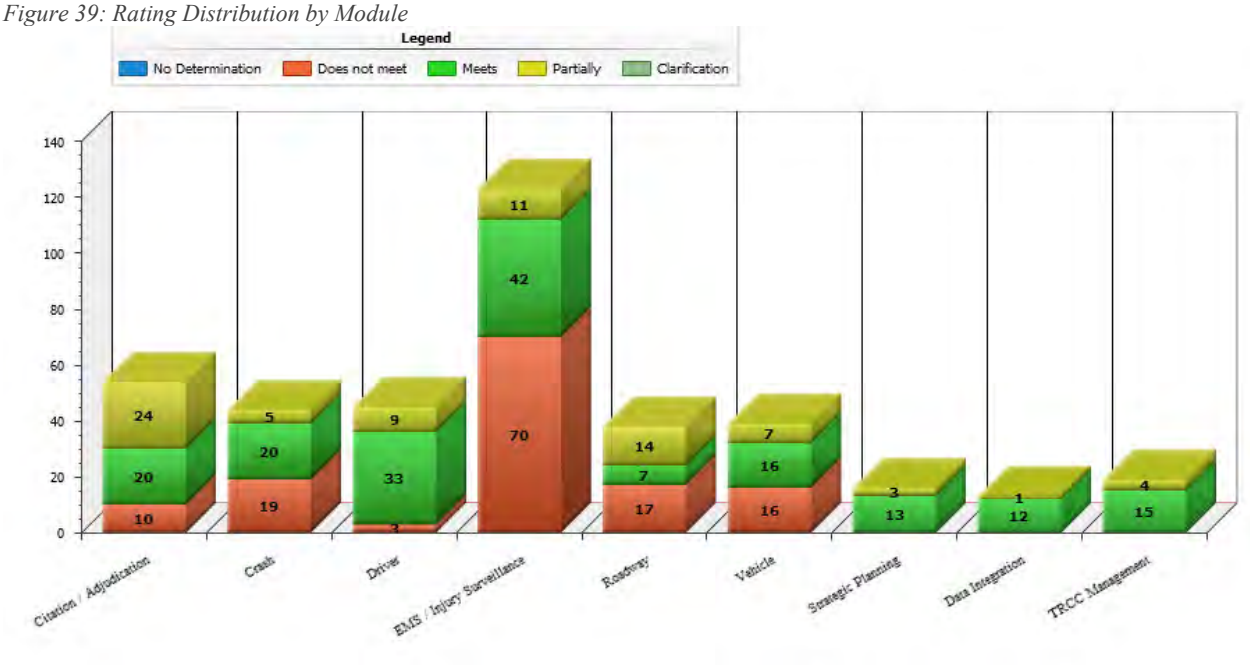

Figure 40: Assessment Section Ratings

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.

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 2016

Strengths

- State trauma registry is implemented and more hospitals are continuing to participate.
- Data - Substantial trauma registry and 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.
- In March 2015, the ISDH hosted the first statewide injury prevention conference.

- In March 2016, the ISDH received $3.2 million from the CDC to support enhancements to INSPECT, the Indiana prescription drug monitoring program at the Indiana Professional Licensing agency, improve opioid prescribing practices, support prevention efforts at the state and community levels to address new and emerging problems related to prescription drug overdoses and a partnership with the IU Fairbanks School of Public Health to evaluate opioid prescribing practices in Indiana. 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 twelve 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.
- The state has purchased linking software to probabilistically link EMS and trauma data.
- 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.
    - 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 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) --- 2016

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.

Indiana Department of Transportation (INDOT)

Since INDOT uses its own resources and is not applying for 402 funds, we have not prepared a SWOC. However, 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.

Center for Criminal Justice Research, IU Public Policy Institute

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.

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.
 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 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.
 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 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.
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 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 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.

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.

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.
 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.
 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.

Section 405 Interim Progress Report

State: Indiana **Report Date: 05/13/2017** **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 2016, 398 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 2016 there have been 258 courts in 60 of the 92 counties trained and using Odyssey. Furthermore, the number of uniform citations found in Odyssey for analysis jumped from 8,396,773 on 04/01/2016 to 9,398,513 on 03/31/2017 (an 11% increase). 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- 2016 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year. Our anticipated increase in UTTs for FY-18 is 10 percent more than the total UTTs for the FY-17 performance period.
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 Value for the Measure	The baseline period is from 04/01/2015 through 03/31/2016. Total UTTs issued into the e-CWS system from 04/01/2015 through 03/31/2016 increased from 7,367,823 to 8,393,444.
Date and Current Value for the Measure	The Performance period is from 04/01/2016 through 03/31/2017. Total UTTs issued from 04/01/2016 through 03/31/17 increased from 8,396,773 to 9,398,513. This is a 12% 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	

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 1300.25)
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:**

STATE OF INDIANA

INDIANA CRIMINAL JUSTICE INSTITUTE

Eric J. Holcomb, Governor
David R. Murtaugh, Executive Director

May 26, 2017

Darin Jones
Regional Administrator
National Highway Traffic Safety Administration, Region 5
4749 Lincoln Mall Drive, Suite 300B
Matteson, IL 60443-3800

Re: Indiana Motorcycle Safety Program

Dear Mr. Jones:

The mission of the Indiana Traffic Safety Division's Motorcycle Safety Program is to reduce death, injury, property damage, and economic costs associated with traffic crashes on Indiana's roadways. This mission is in complete agreement and in coordination with the Indiana Bureau of Motor Vehicles, which is the state authority for motorcycle safety. This coordination is further strengthened by the Traffic Records Coordinating Committee and the Governor's Council on Impaired and Dangerous Driving. The Bureau of Motor Vehicles, in coordination with other key stakeholders, works with these groups in developing projects designed to improve motorcycle safety and motor vehicle awareness.

Sincerely,

David R. Murtaugh
Executive Director
Indiana Criminal Justice Institute

*101 West Washington St., Suite 1170 E, Indianapolis, Indiana 46204-2038 * 317-232-1233 * Fax 317-232-4979*
An Equal Opportunity Employer - www.in.gov/cji

3. **Data used to identify and prioritize the State's motorcyclist safety program areas is provided here in Attachment 3. A complete list of motorcycle registrations by county begins on page 132 of the HSP.**

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: problem identification, 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 strategies for reducing traffic deaths and injuries book that contains proven traffic crash countermeasures. 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:**

Media & Public Awareness Campaign – Motorcycle Safety for Motorcyclist & Motorcycle Awareness for the General Public

ICJI will purchase online and radio ads, as well as printed materials, and create 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. Further, bumper stickers displaying this message are available through the Indiana Bureau of Motor Vehicles, and at branch locations across Indiana.

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.

Motorcyclist Safety & General Public Motorcycle Awareness Campaign Key Components

Target Audience:

- Motorcycle Safety for Motorcyclist
  - Young males, ages 18 to 24
  - Males, ages 40-55
- Motorcycle Awareness for General Public
  - All drivers 16 and over

Key Message(s):

- Motorcycle Safety for Motorcyclist
  - Ride Sober or Get Pulled Over
  - Get Legal, Get Licensed
- Motorcycle Awareness for General Public
  - Be Aware, Motorcycles Are Everywhere

Synopsys:

- Through customized media releases and participation in events promoting the messaging, ICJI will look to grow earned awareness toward our targeted audience. Additionally, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), we will leverage our partners to further reach our targeted audience, and successfully drive home our intended message.

Communications Plan for FY-2018: Motorists' Awareness of Motorcycles

The market areas identified in the ICJI Communications Plan for Motorists' Awareness of Motorcycles messaging includes the following counties and motorcycles registered in those counties.

Figure 41: Motorcycle Collisions per County

Indiana multi-vehicle collisions involving motorcycles by county, 2015

HSP Designated Counties represent the counties reached by our Awareness Media Campaign= **71.8%** of Indiana multi-vehicle crashes involving motorcycles

Counties reached by "Awareness media Campaign"	County	Collision count	Pct of total motorcycle collisions
X	Adams County	10	0.5%
X	Allen County	138	7.2%
	Bartholomew County	28	1.5%
	Benton County	1	0.1%
	Blackford County	1	0.1%
X	Boone County	11	0.6%
	Brown County	5	0.3%
	Carroll County	3	0.2%
	Cass County	9	0.5%
X	Clark County	41	2.1%
	Clay County	9	0.5%
	Clinton County	12	0.6%
	Crawford County	1	0.1%
	Daviess County	4	0.2%
	Dearborn County	11	0.6%
	Decatur County	7	0.4%
X	DeKalb County	16	0.8%
	Delaware County	35	1.8%
	Dubois County	19	1.0%
X	Elkhart County	81	4.2%
	Fayette County	4	0.2%
X	Floyd County	29	1.5%
	Fountain County	2	0.1%
	Franklin County	6	0.3%
	Fulton County	3	0.2%
X	Gibson County	15	0.8%

	Grant County	18	0.9%
	Greene County	5	0.3%
X	Hamilton County	61	3.2%
X	Hancock County	15	0.8%
	Harrison County	4	0.2%
X	Hendricks County	43	2.2%
	Henry County	7	0.4%
	Howard County	42	2.2%
X	Huntington County	16	0.8%
	Jackson County	8	0.4%
	Jasper County	4	0.2%
	Jay County	6	0.3%
	Jefferson County	14	0.7%
	Jennings County	5	0.3%
X	Johnson County	31	1.6%
	Knox County	13	0.7%
	Kosciusko County	24	1.2%
	LaGrange County	6	0.3%
X	Lake County	114	5.9%
X	LaPorte County	35	1.8%
	Lawrence County	19	1.0%
X	Madison County	47	2.4%
X	Marion County	298	15.5%
	Marshall County	18	0.9%
	Martin County	2	0.1%
	Miami County	9	0.5%
	Monroe County	43	2.2%
	Montgomery County	7	0.4%
X	Morgan County	24	1.2%
	Newton County	1	0.1%
X	Noble County	12	0.6%
	Ohio County	0	0.0%
	Orange County	4	0.2%
	Owen County	7	0.4%
	Parke County	4	0.2%
	Perry County	9	0.5%
X	Pike County	2	0.1%
X	Porter County	32	1.7%
X	Posey County	7	0.4%
	Pulaski County	3	0.2%
	Putnam County	5	0.3%
	Randolph County	5	0.3%

	Ripley County	5	0.3%
	Rush County	4	0.2%
	Scott County	8	0.4%
X	Shelby County	12	0.6%
	Spencer County	4	0.2%
X	St. Joseph County	71	3.7%
	Starke County	5	0.3%
	Steuben County	6	0.3%
	Sullivan County	3	0.2%
	Switzerland County	3	0.2%
X	Tippecanoe County	79	4.1%
	Tipton County	0	0.0%
	Union County	1	0.1%
X	Vanderburgh County	72	3.7%
	Vermillion County	5	0.3%
X	Vigo County	47	2.4%
	Wabash County	12	0.6%
	Warren County	1	0.1%
X	Warrick County	8	0.4%
	Washington County	8	0.4%
	Wayne County	22	1.1%
X	Wells County	8	0.4%
	White County	4	0.2%
X	Whitley County	7	0.4%
	Grand Total	**1,925**	**100.0%**

Prepared 5/30/2017 on behalf of John Bodeker, ICJI by Dona Sapp, IU Public Policy Institute, 317/261-3015, dosapp@iupui.edu

Source: Indiana State Policy Automated Reporting Information Exchange System (ARIES), as of March 16, 2017

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

Figure 42: Motorcycle Registrations

Indiana Motorcycle Registrations by County, 2016			
Adams	1,445	Lawrence	2,117
Allen	11,266	Madison	5,479
Bartholomew	3,209	Marion	22,792
Benton	318	Marshall	2,459
Blackford	750	Martin	341
Boone	2,443	Miami	2,211
Brown	772	Monroe	3,365
Carroll	1,084	Montgomery	1,640
Cass	1,639	Morgan	3,846
Clark	3,883	Newton	834
Clay	1,214	Noble	2,407
Clinton	1,620	Ohio	273
Crawford	372	Orange	857
Daviess	1,132	Owen	1,013
Dearborn	2,258	Parke	663
Decatur	1,228	Perry	814
DeKalb	2,426	Pike	614
Delaware	3,452	Porter	7,806
Dubois	1,770	Posey	1,114
Elkhart	7,924	Pulaski	746
Fayette	1,035	Putnam	1,474
Floyd	3,587	Randolph	1,190
Fountain	702	Ripley	1,130
Franklin	920	Rush	765
Fulton	1,143	St. Joseph	7,435
Gibson	1,560	Scott	1,053
Grant	3,788	Shelby	2,303
Greene	1,565	Spencer	755
Hamilton	7,957	Starke	1,459
Hancock	3,085	Steuben	1,813
Harrison	1,595	Sullivan	806
Hendricks	5,930	Switzerland	404
Henry	2,144	Tippecanoe	5,298
Howard	4,242	Tipton	828
Huntington	1,913	Union	273
Jackson	1,959	Vanderburgh	5,653
Jasper	1,653	Vermillion	802
Jay	1,173	Vigo	3,586
Jefferson	1,377	Wabash	1,827
Jennings	1,229	Warren	378
Johnson	5,589	Warrick	2,345
Knox	1,439	Washington	1,400
Koscuisko	3,538	Wayne	3,182
Lagrange	1,329	Wells	1,297
Lake	14,686	White	1,356
LaPorte	5,334	Whitley	1,746

Applying as a Law State:

1. 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.

Attachment 4: Distracted Driving

Distracted Driving (23 CFR 1300.24)

Distracted Driving questions are included on Indiana Learner's Permit and Driver's License tests.

Accidents are most often caused by:

a. Driver inattention and a driver's failure to observe the rules of the road
b. Paying attention and observing the rules of the road
c. Impaired driving
d. All answers are correct

Risk factors for teens are:

a. All answers are correct
b. Excessive speed
c. Failure to wear safety belt
d. Inattentiveness

When using a cell phone while operating a vehicle you should:

a. Assess traffic conditions and if possible place your call when the vehicle is stopped
b. Concentrate on your conversation
c. Put your phone in your lap and look down to dial
d. Use only one hand to steer the vehicle

Attachment 5: MOE Certification

STATE OF INDIANA

INDIANA CRIMINAL JUSTICE INSTITUTE

Eric J. Holcomb, Governor
David R. Murtaugh, Executive Director

June 21, 2017

Darin Jones
Regional Administrator
National Highway Traffic Safety Administration, Region 5
4749 Lincoln Mall Drive, Suite 300B
Matteson, IL 60443-3800

RE: FY18 HSP Maintenance of Effort Certification

Dear Mr. Jones:

The Indiana Criminal Justice Institute (ICJI) is the designated State agency to receive NHTSA federal funding and is required to submit certification regarding Maintenance of Effort under 23 CFR Part 1300 Uniform Procedures for State Highway Safety Grant Programs.

In my capacity as the Governor's Representative for Highway Safety, I hereby designate the Indiana Criminal Justice Institute as the lead state agency responsible for maintaining the aggregate expenditures for occupant protection programs, impaired driving programs and traffic safety information improvement programs above the average level of such expenditures in fiscal years 2014 and 2015.

This determination was made through an evaluation of three factors:

1. State expenditures
2. Program involvement
3. Leadership

Each year ICJ takes the lead with our partners to calculate and determine Indiana's MOE. To ensure that Indiana's aggregate expenditures continue to be consistently calculated and accurately reported in accordance with NHTSA guidance requires ICJI to continue in this leadership role.

Signature of Governor's Representative for Highway Safety

6/21/2017
Date

DAVID R. MURTAUGH
Printed Name of Governor's Representative for Highway Safety

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