



THE STATE OF INDIANA

FISCAL YEAR 2007

HIGHWAY SAFETY PLAN

August 31, 2006

**Mr. Donald J. McNamara
National Highway Traffic Safety Administration
Great Lakes Region
19900 Governor's Drive, Suite 201
Olympia Fields, Illinois, 60461**

Dear Mr. McNamara:

Enclosed you will find Indiana's 2007 planning document and traffic safety action plan for your information. When and if Incentive funding becomes available, we will revise our traffic safety plan accordingly to address Indiana's traffic safety concerns.

We anticipate a very exciting and productive year in Indiana, and we look forward to a strong working partnership with the NHTSA Great Lakes Region Staff.

Thank you for your past and continued support of the State of Indiana's Highway Safety Office and staff.

Sincerely,

**Mr. Jason Hutchens
Chief Deputy Director
Indiana Criminal Justice Institute
1 North Capitol Avenue, Suite 1000
Indianapolis, Indiana 46204**

Enclosures

cc: FHWA Division Office

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall 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.

This 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 USC 402(b) (1) (D));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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

The Drug-free Workplace Act of 1988 (49 CFR Part 29)

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:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation

determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY

(HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any

time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*,

principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended,

proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

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2006 PROBLEM IDENTIFICATION



**INDIANA CRIMINAL JUSTICE INSTITUTE
GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING
OFFICE OF TRAFFIC SAFETY
INDIANAPOLIS, INDIANA**



**CENTER FOR THE ADVANCEMENT OF TRANSPORTATION SAFETY
PURDUE UNIVERSITY SCHOOL OF CIVIL ENGINEERING
WEST LAFAYETTE, INDIANA**

2006 Executive Summary

After a record-setting year of only 792 fatalities in 2002, by 2004 the number of motor vehicle-related fatalities in Indiana had increased to 947 and remained relatively unchanged in 2005 at 938.

The number of bicyclist fatalities remained the same from 2004 to 2005 at 13. Pedestrian fatalities decreased from 73 in 2004 to 63 in 2005 (a 13.7 percent decrease). Motorcyclist fatalities increased very slightly by 1.9 percent, shifting from 108 in 2004 to 110 in 2005. Indiana's 110 motorcycle related fatalities in 2004 represents the highest year for more than a decade and accounted for 11.7 percent of Indiana's total 2004 fatalities, higher than the projected 9.1 percent national average.

The estimated number of vehicle miles traveled for 2005 is not yet available from the Indiana Department of Transportation. Consequently, an estimated two percent increase was made to the 2004 VMT rate in order to provide a projected fatalities per 100 million vehicle miles traveled (100 MVMT) rate. During 2005 Indiana's estimated fatality rate per 100 MVMT was 1.23, representing a slight decrease from the 1.27 as reported in 2004. Indiana's fatality rate per 100 MVMT continues to be substantially lower than the national average (1.46 for 2005).¹

Although Indiana's fatality rate of 14.96 motor vehicle fatalities per 100,000 population represents a decrease from 2004, it is still slightly higher than the national rate of 14.57 per 100,000 population.

Observational studies of safety belt use are conducted in Indiana each year to determine the usage rates throughout the state. Safety belt usage rates have shown substantial increases when comparing the most recent five-year period to the previous five-year period. Certainly a major factor in the increase was the passage of the primary safety belt law in 1998. The primary safety belt law applies to all front seat passengers of passenger vehicles. Pickup trucks continue to be excluded from Indiana's primary law, as are other passenger vehicles when plated as a truck (such as station wagons, vans, minivans, and sport utility vehicles). As a result of the pickup truck exemption, there is a substantial difference in the observed usage rates between passenger cars at 91.4 percent and pickup trucks at 54.4 percent, as reported in the 2006 results. The 2005 overall usage rate of 81.2 percent for all passenger vehicles falls within the survey's margin of error, still it is slightly less than the 2004 overall usage rate of 83.4 percent which represented a record-breaking high usage rate for the state. The challenge that the state faces in determining the actual percentage of safety restraint use is convoluted by the fact that license plate

¹ National fatality rate obtained from FARS projections released April 20, 2006, available at: <http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/PPT/2006/810583/pages/8.htm>.

information is not captured at the time of observation. This is a growing issue because more and more vans, sport utility vehicles, and minivans are being plated as trucks. The gap between best safety practice and remaining within the letter of the law is spreading.

2006 Indiana Problem Identification

Table 1 presents an overview of Indiana crashes. During the last few years, Indiana underwent major changes, in both the crash reporting and the data entry process. These changes are expected to continue. The considerable errors and omissions in the 2001 and 2002 crash data remain, making usefulness of these data questionable. Therefore, many of the tables and figures shown do not have representative data for years 2001 and 2002, unless the data is fatality and fatal crash data obtained from the Fatality Analysis Reporting System on August 22, 2006. The total number of crashes, personal injury crashes and property damage crashes were obtained from the extraction of the Indiana State Police Vehicle Crash Reporting System as of July 18, 2006.

The “all crashes” definition was changed with the preparation of the 2004 Problem Identification (PI). Previously, “all crashes” included not only those reported to ISP (completed on the Standard Officer’s Crash Form), but also those crashes that were only reported on the SR-21 form. The SR-21 is completed by the driver and the insurance company and not by a law enforcement officer. Annually there are approximately 30,000–35,000 crashes where a law enforcement officer has not investigated the crash and only the SR-21 documents the crash. Prior to the introduction of the new crash reporting system, the SR-21 crashes were included in the ISP database. Since these are no longer being captured in the database, the SR-21 reported crashes have been removed for the years 1995-2000 to allow for more congruent comparisons between the most recent years and the earlier years. Historically, the SR-21 crashes consisted principally of property damage only crashes, did not include any fatal crashes, and generally accounted for fewer than ten personal injury crashes. However, because the SR-21 crashes represent about 15 percent of the total reported crashes, statistics such as the percentage of alcohol-involved crashes will increase slightly as a result of this change.

Overall there has been a decrease in the number of crashes that have resulted in fatalities, personal injury, and property damage from 2004 – 2005. However, two areas of concern are the 5.3% increase in alcohol-related fatalities and the 1.9% increase in motorcycle fatalities from 2004 – 2005.

Table 1: Changes in the Numbers of Crashes in Indiana, 1996-2005

Statistic	1996	1997	1998	1999	2000	Average 1996-2000	2001	2002	2003	2004	2005	Average 2003-2005	% Change 2004-2005	% Change 1996-2005
All Crashes ¹	185,821	187,212	186,170	186,279	190,939	187,284	N/A	N/A	175,035	175,285	174,464	174,928	-0.5%	-6.1%
Fatal Crashes	872	846	884	892	793	857	825	714	753	857	855	822	-0.2%	-1.9%
Personal Injury Crashes ¹	49,521	49,664	49,191	47,026	45,972	48,275	N/A	N/A	39,315	40,462	39,221	39,666	-3.1%	-20.8%
Property Damage Crashes ¹	168,537	166,747	163,761	166,930	171,695	167,534	N/A	N/A	134,966	133,972	134,313	134,417	0.3%	-20.3%
Alcohol-Related Crashes ¹	9,777	9,544	9,508	9,072	8,901	9,360	N/A	N/A	8,004	7,467	7,595	7,689	1.7%	-22.3%
Fatalities	984	935	982	1,020	886	961	909	792	833	947	938	906	-1.0%	-4.7%
Alcohol-Related Fatalities	350	331	405	384	303	355	320	262	261	304	320	295	5.3%	-8.6%
Total Injuries ¹	73,921	74,643	73,427	69,507	67,439	71,787	N/A	N/A	60,300	64,466	56,185	60,317	-12.8%	-24.0%
Serious Injuries ¹	6,558	6,488	6,361	6,141	5,951	6,300	N/A	N/A	6,291	6,037	6,378	6,235	5.6%	-2.7%
Bicyclist Fatalities	6	13	14	14	11	12	12	9	7	13	13	11	0.0%	116.7%
Pedestrian Fatalities	76	72	71	68	54	68	56	53	62	73	63	66	-13.7%	-17.1%
Motorcyclist Fatalities	62	48	69	67	73	64	75	88	81	108	110	100	1.9%	77.4%

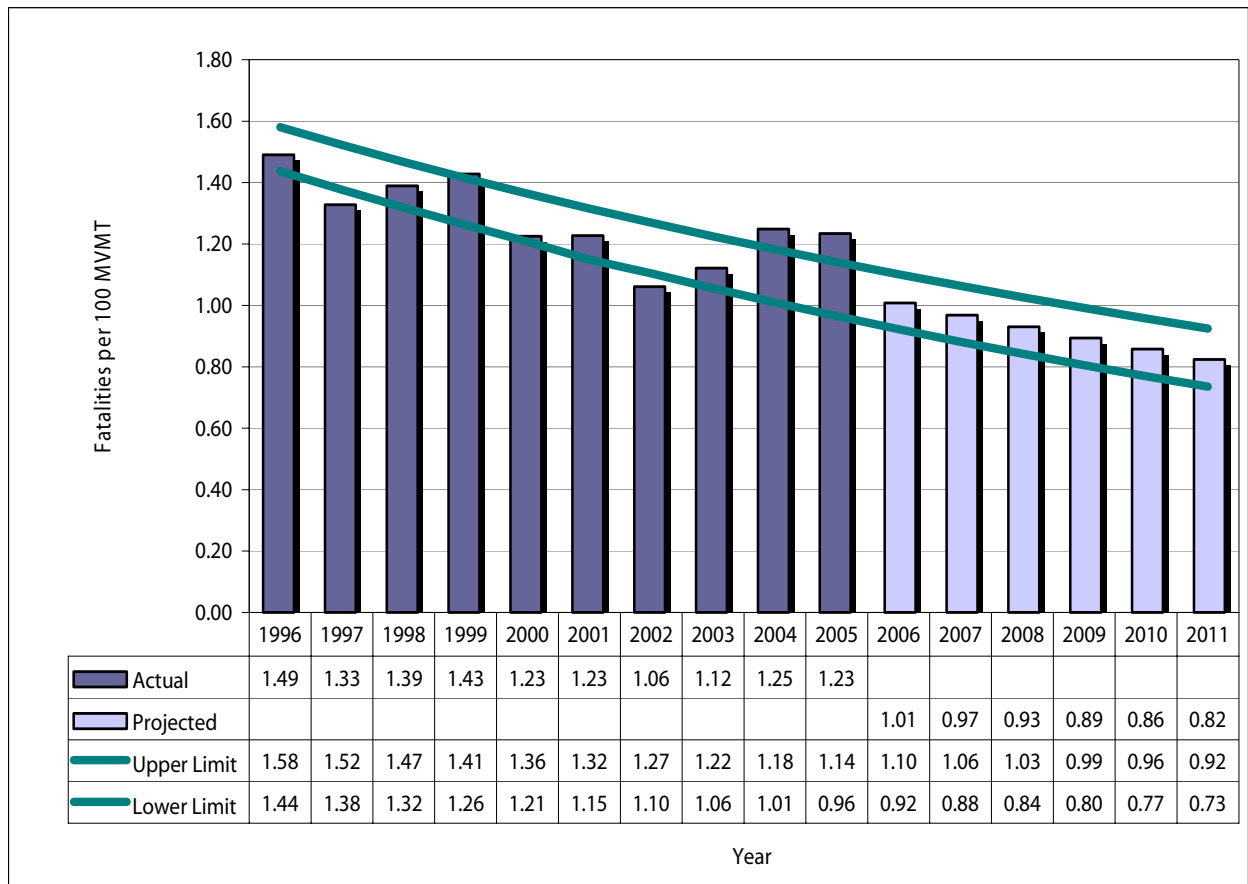
¹ Data obtained from the Indiana State Police Vehicle Crash Records System (ISP-VCRS)
 Notes: As of 2003, positive BAC level is greater than 0.01 for alcohol-related
 N/A = Due to incomplete records within the ISP-VCRS database, 2001 and 2002 had to be omitted

Highway Safety Plan Goals

Each year, the Indiana State Police crash data, the Fatality Analysis Reporting System data, and the observational data are carefully studied and analyzed to determine the primary contributing factors of crashes and fatalities. Using these indicators, Indiana has established aggressive measures and outcome projections through the year 2011. The indicators presented below include performance goals based upon the lower range of the 95 percent confidence interval (represented by the green upper and lower limit bands). They reflect the continued application and reinforcement of strong countermeasure programs introduced in recent years and indicates a considerable chance of successful final results.

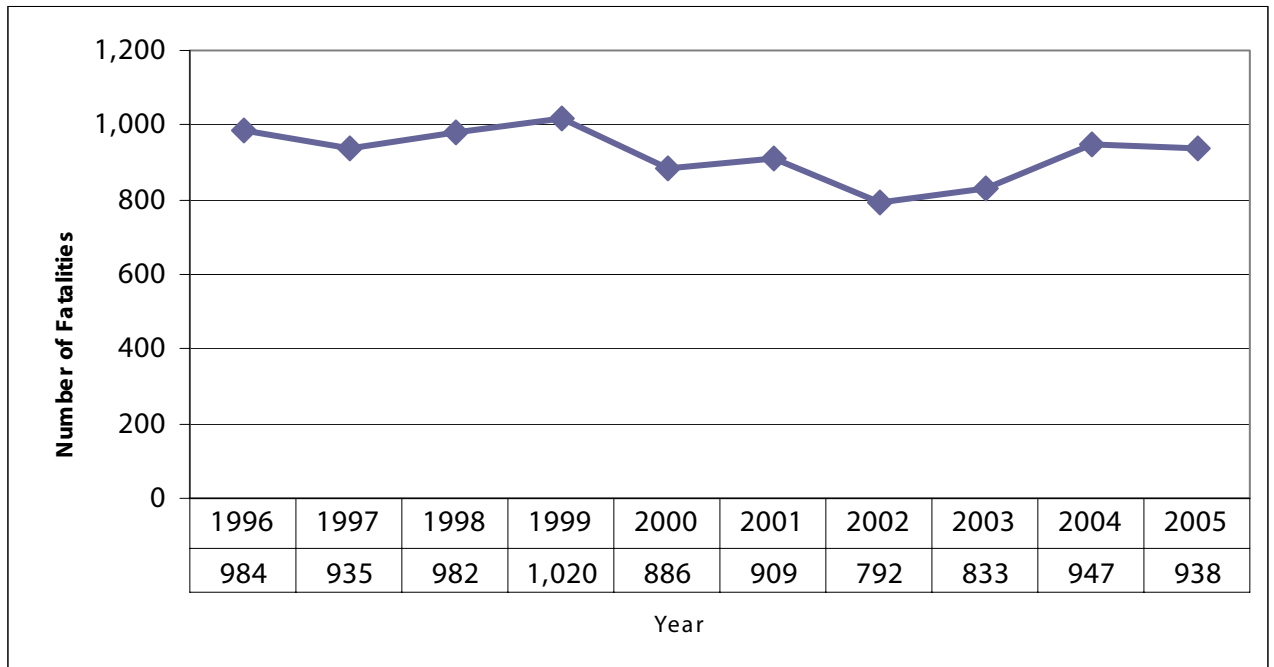
Goal 1: Fatalities per 100 Million Vehicle Miles Traveled, 1996-2005, with Projections 2006-2011

- To decrease the state fatality rate per 100 MVMT from a baseline actual of 1.49 (984 fatalities) in 1996, to 1.23 in the year 2005 (938 actual fatalities), 0.84 in the year 2008, and 0.73 in 2011, with progress demonstrated on an annual basis.



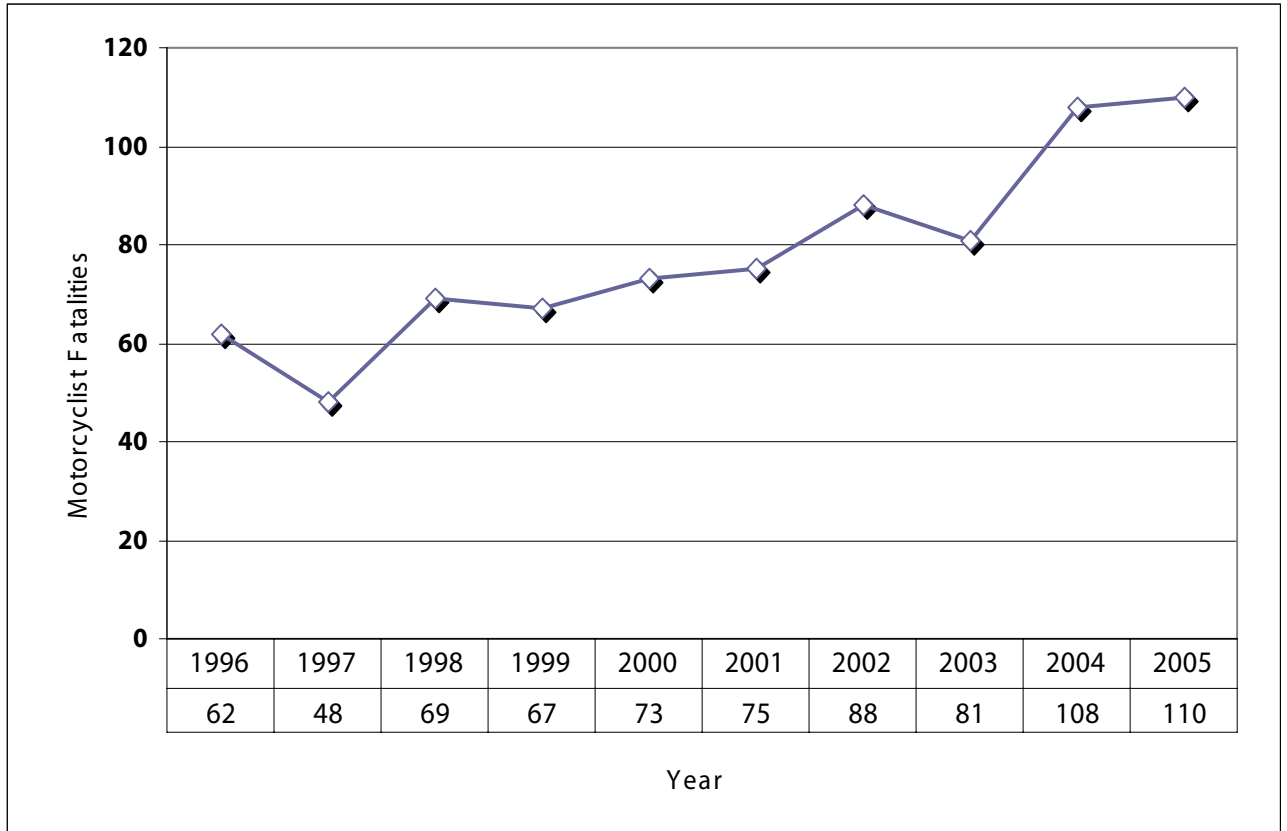
Analysis: The fatality rate decreased slightly from 1.25 per 100 Million Vehicle Miles Traveled in 2004 to 1.23 per 100 MVMT in 2005. Moreover, the long term trend continues to show a gradual decrease since 1996. The state has demonstrated that there is a potential to considerably lower the fatality rate, but efforts will have to be intensified to return to the low of 1.06 per 100 MVMT in 2002 and remain on track to achieve the goals established through 2011. The green upper and lower limits indicate that given the current programs in place, there is a 95 percent confidence level that future years' outcomes will be between these limits. In keeping within these boundaries, the revised goals set through 2011 assume maximum performance by setting the target goal equal to the lower limit. One of the current challenges brought by the reduced data quality is the increased difficulty in confidently identifying the over-represented areas. Fortunately, the technological GIS-based improvements currently being implemented to locate crashes will help future Problem Identifications be more reliable.

Figure 1: Fatalities, 1996-2005



- Year 2005 experienced a slight decrease of 9 fatalities over 2004 in Indiana, resulting in a total of 938 lives lost. It has made the overall ten-year trend relatively flat.

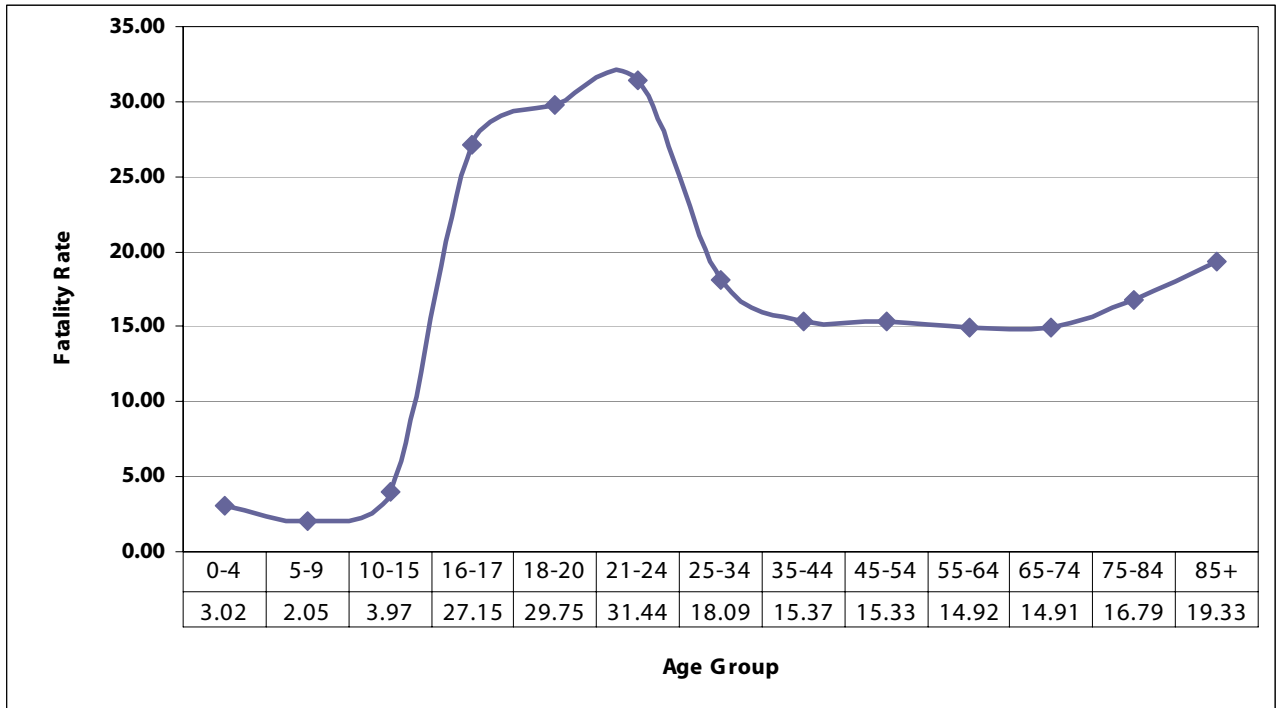
Figure 2: Motorcyclist Fatalities, 1996-2005



- The 110 motorcyclist fatalities represent an alarming trend that is also occurring nationally. While the number of motorcycle license endorsements² increased from 221,758 in 1996 to 252,952 in 2005 (a 14.1 percent increase), the number of motorcyclist fatalities also increased from 62 in 1996 to 110 in 2005, accounting for a 77.4 percent increase in motorcycle rider fatalities.

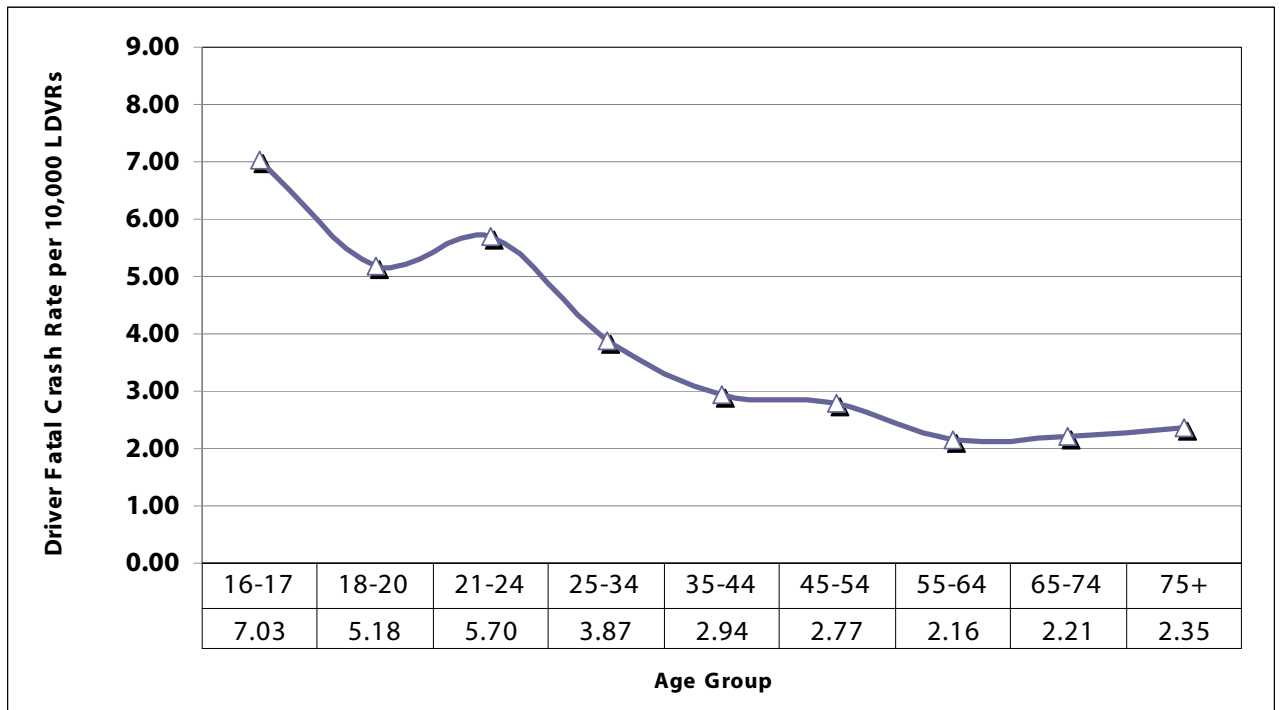
² Motorcycle license endorsement data is from the Indiana Bureau of Motor Vehicles Annual Registration Statistics Report.

Figure 3: Indiana Fatality Rates for Motor Vehicle Crashes per 100,000 Population, 2005



- The motor vehicle fatality rate per 100,000 population for 16- and 17-year-olds decreased from 36.13 fatalities per 100,000 population in 2004, to 27.15 fatalities per 100,000 population in 2005. This translates to an impressive improvement of nine fewer 16- 17-year-old fatalities per 100,000 population. Moreover, the 16-17-year old age group has moved out of the highest involvement rate during 2005 and now trails the 21-24 and 18-20 age groups for motor vehicle fatality rate per 100,000 population. Increases in the number of fatalities per 100,000 population were observed within the 21-24, 35-44, 45-54, 55-64, 75-84, and 85+ age groups.

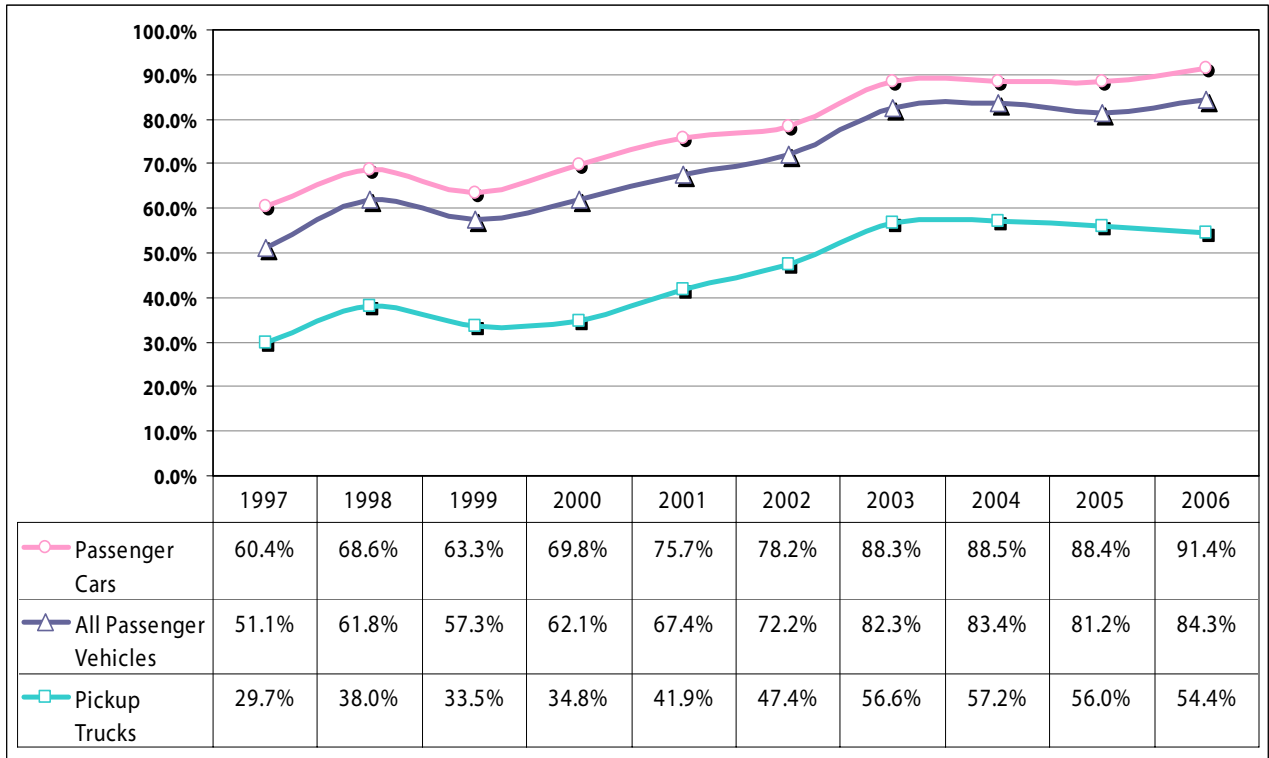
Figure 4: Drivers in Fatal Crashes by Age per 10,000 Licensed Drivers, 2005



- Based upon the number of licensed drivers, 16- and 17-year-old drivers continue to be involved in the greatest number of fatal crashes per 10,000 licensed drivers among all age groups. Nonetheless, the fatal crash involvement rate of the 16- and 17-year-old licensed driver decreased from 7.12 per 10,000 licensed drivers (LDVR) in 2003 and by an even greater margin in 2004, dropping from 8.63 per 10,000 LDVR.
- While the 18-24-year-old drivers do not have fatal crash rates as high as the 16-17-year-old drivers, nonetheless, they are involved in twice as many fatal crashes (per 10,000 licensed drivers) as older drivers.

Goal 2: Indiana Observational Survey of Safety Belt Use by Vehicle Type, 1997-2005

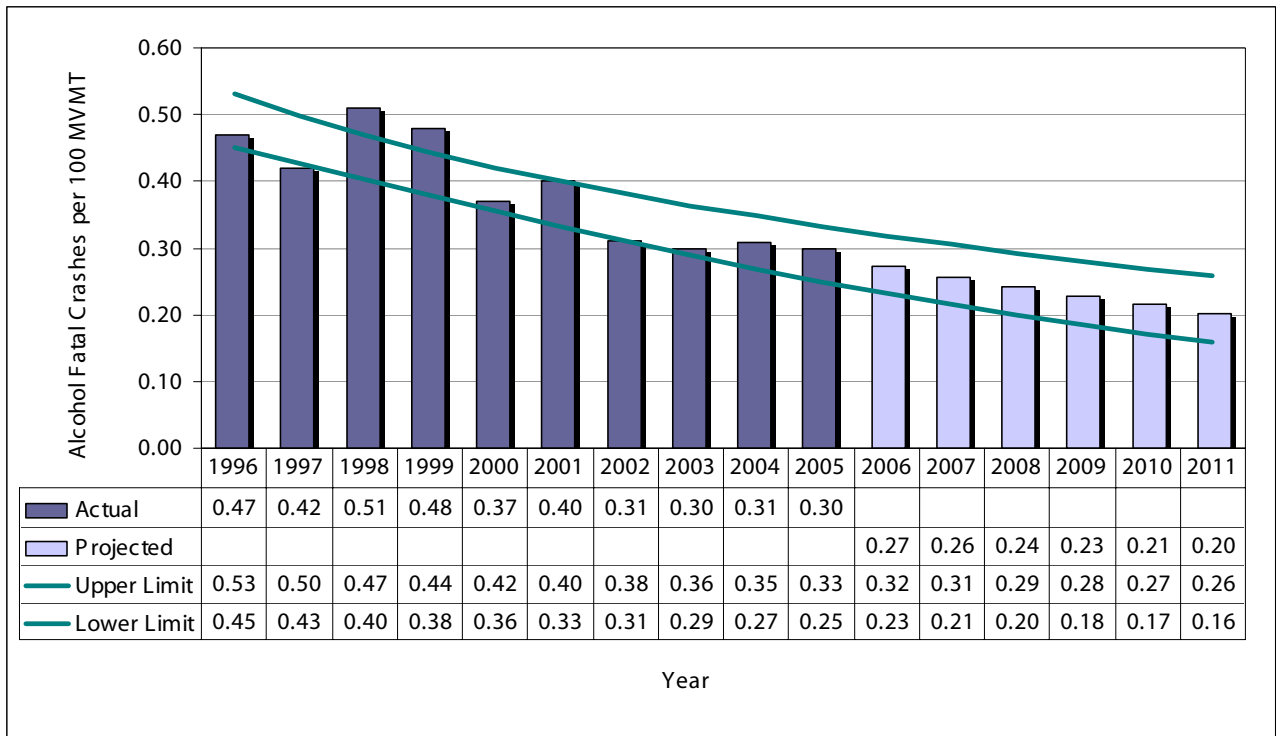
- To increase the safety belt usage rate in all passenger vehicles, including pickup trucks, sport utility vehicles and vans from an actual usage rate of 61.8 percent in 1998 and 84.3 percent in 2005. In an effort to continue forward momentum every year, the state’s revised occupant protection goal is to achieve and maintain a threshold of no less than 85.0 percent for all passenger vehicles for three consecutive years by 2011.



Analysis: The safety belt usage rate for all passenger vehicles experienced a slight decrease from 2004 to 2005, going from 83.4 percent to 81.2 percent. However, during the June 2006 observational survey, the usage rate for all passenger vehicles had increased to 84.3 percent, a statewide record. (Observational safety belt usage data is collected annually in June; therefore, more current results can be reported for this objective area). A distinctive difference persists in usage rates between pickup truck occupants (54.4 percent) and other vehicles, as pickup trucks (and vehicles plated as trucks) remain exempt from Indiana’s primary law. Although the observed usage rate for occupants of passenger cars was a record high of 91.4 percent for 2006, because of the low usage rate among pickup trucks, the overall rate is pulled down considerably. If the state attempts additional, measurable progress within this focus area, in all likelihood, legislative changes to Indiana’s occupant protection law will be necessary.

Goal 3: Alcohol-Related (Imputed) Fatal Crashes per 100 Million Vehicle Miles Traveled, 1996-2005, with Projections 2006-2011

- **To decrease alcohol-related fatal crashes from a baseline of 0.47 per 100 MVMT in 1996, to 0.31 per 100 MVMT in 2002, to 0.30 per 100 MVMT in 2005, 0.20 in 2008, and to 0.16 in 2011, with progress demonstrated on an annual basis.**



Analysis: Since 2002, Indiana has continued to benefit from record low incidence rates of alcohol-related fatal crashes per 100 MVMT, at 0.30-0.31 each of the last four years. Increased enforcement efforts throughout the state are a likely contributor to these successes. Despite these gains, there continues to be a number of drivers involved in fatal crashes who either are not tested for the presence of alcohol, or whose results do not get reported. Increased emphasis needs to be applied to test all drivers involved in fatal crashes, as well as increasing the legal consequences for drivers with high BACs. The green upper and lower limits indicate that given the current programs in place, there is a 95 percent confidence level that future years' outcomes will be between these limits. In keeping within these boundaries, the revised goals set through 2011 assume maximum performance by setting the target goal equal to the lower limit.

The retroactive elimination of the SR-21 crash reports in the database resulted in a 0.4-0.5 percent absolute increase in the reported involvement of alcohol in all crashes. Based upon the FARS Imputation Model, alcohol-related crashes, fatal crashes, and fatalities increased in both 2004 and 2005.

Table 2: Alcohol Crash Statistic Changes, 1996-2005

Alcohol Statistic	1996	1997	1998	1999	2000	Average 1996-2000	2003	2004	2005	Average 2003-2005	% Change 2004-2005	% Change 1996-2005
	Alcohol-Related (ALC) Crashes	9,777	9,544	9,508	9,072	8,901	9,360	8,004	7,467	7,595	7,689	1.7%
<i>% ALC Crashes</i>	5.3%	5.1%	5.1%	4.9%	4.7%	5.0%	4.6%	4.3%	4.4%	4.4%	2.2%	-17.3%
ALC Fatal Crashes	312	295	360	342	270	316	233	274	286	264	4.4%	-8.2%
<i>% ALC Fatal Crashes</i>	35.7%	34.8%	40.8%	38.3%	34.0%	36.8%	30.9%	32.0%	33.5%	32.1%	4.6%	-6.4%
ALC Fatalities	350	331	405	384	303	355	261	304	320	295	5.3%	-8.6%
<i>% ALC Fatalities</i>	35.6%	35.4%	41.2%	37.6%	34.2%	36.9%	31.3%	32.1%	34.1%	32.5%	6.3%	-4.1%

Table 3 shows a distribution of the blood alcohol content (BAC) test results by drivers' age for 2005. For all drivers, test results were documented for 61 percent of all drivers, while there were 260 drivers whose test results were either unknown or never had a BAC test administered.

Table 3: Alcohol Concentration of Killed Drivers, 2005

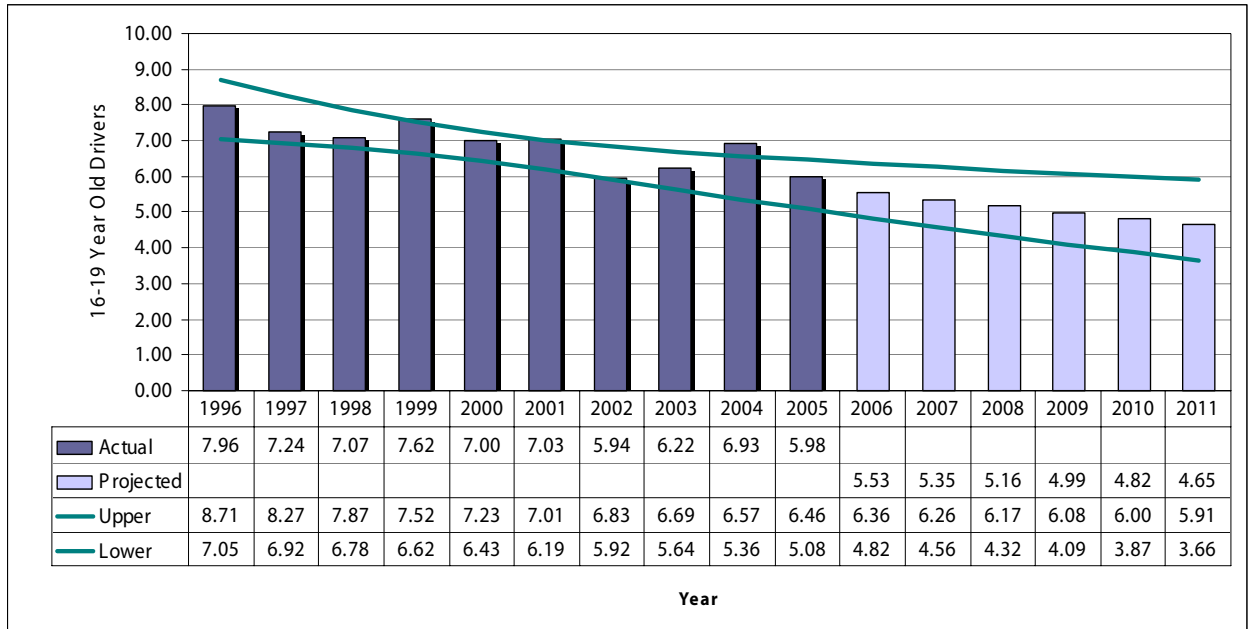
Age	0.000 to 0.009			0.010 to 0.049			0.050 to 0.079			0.080 to 0.099			0.10 or Greater			Unknown or Blank			Total		
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	5	3	8	0	0	0	1	0	1	0	0	0	0	0	0	3	2	5	9	5	14
17	5	5	10	0	0	0	0	0	0	1	0	1	1	0	1	7	5	12	14	10	24
18	5	2	7	2	0	2	0	0	0	0	0	0	1	1	2	3	1	4	11	4	15
19	5	2	7	0	0	0	1	0	1	1	0	1	4	0	4	5	1	6	16	3	19
20	3	2	5	0	0	0	0	0	0	0	0	0	2	0	2	1	2	3	6	4	10
21	8	3	11	1	0	1	0	0	0	0	0	0	2	0	2	7	2	9	18	5	23
22	7	5	12	0	0	0	2	0	2	0	0	0	9	0	9	6	0	6	24	5	29
23	2	0	2	2	0	2	0	0	0	1	0	1	4	0	4	4	1	5	13	1	14
24	6	2	8	0	0	0	0	0	0	0	0	0	2	0	2	2	1	3	10	3	13
25 - 34	40	9	49	0	0	0	2	0	2	3	2	5	25	2	27	30	3	33	100	16	116
35 - 44	26	8	34	2	0	2	2	0	2	1	0	1	30	0	30	29	13	42	90	21	111
45 - 54	30	12	42	0	0	0	2	0	2	0	0	0	21	2	23	32	7	39	85	21	106
55 - 64	21	5	26	1	0	1	0	0	0	0	0	0	10	0	10	30	12	42	62	17	79
65 - 74	12	5	17	1	0	1	0	0	0	0	0	0	1	0	1	16	7	23	30	12	42
75+	12	6	18	0	0	0	1	0	1	0	0	0	1	0	1	19	7	26	33	13	46
Total	187	69	256	9	0	9	11	0	11	7	2	9	113	5	118	196	64	260	523	140	663

Legend: Fem=Female; Tot=Total
Source: Fatality Analysis Reporting System, NHTSA, August 2006
Totals do not include drivers of unknown age and/or gender.

- 17.8 percent of killed drivers had a BAC test result of 0.10 or greater in 2005, which remains unchanged from 2003.
- Of the 118 drivers that had a BAC test result of 0.10 or greater in 2005, 95.8 percent were male.

Goal 4: 16-19 Year Old Drivers in Fatal Crashes per 10,000 Licensed Drivers, 1996-2005, with Projections 2006-2011

- To reduce the involvement rate in fatal crashes of the younger driver (age 16–19) from 7.96 fatal crashes per 10,000 licensed drivers in 1996, to 5.98 in the year 2005, 4.32 in 2008, and 3.66 in the year 2011, with progress demonstrated on an annual basis.



Analysis: After some modest success in previous years, the younger drivers' involvement rate in fatal crashes per 10,000 licensed drivers increased in 2003 and 2004. However, performance during 2005 was much improved, decreasing to 5.98 16-19-year old drivers in fatal crashes per 10,000 licensed drivers. Since Indiana's Graduated License Law went into effect on January 1, 1999, the fatal crash and fatality rates among 16-19-year-old drivers have attained measurable reductions (from 7.62 in 1999 to 5.98 in 2005). The green upper and lower limits indicate that given the current programs in place, there is a 95 percent confidence level that future years' outcomes will be between these limits. In keeping within these boundaries, the revised goals set through 2011 assume maximum performance by setting the target goal equal to the lower limit.

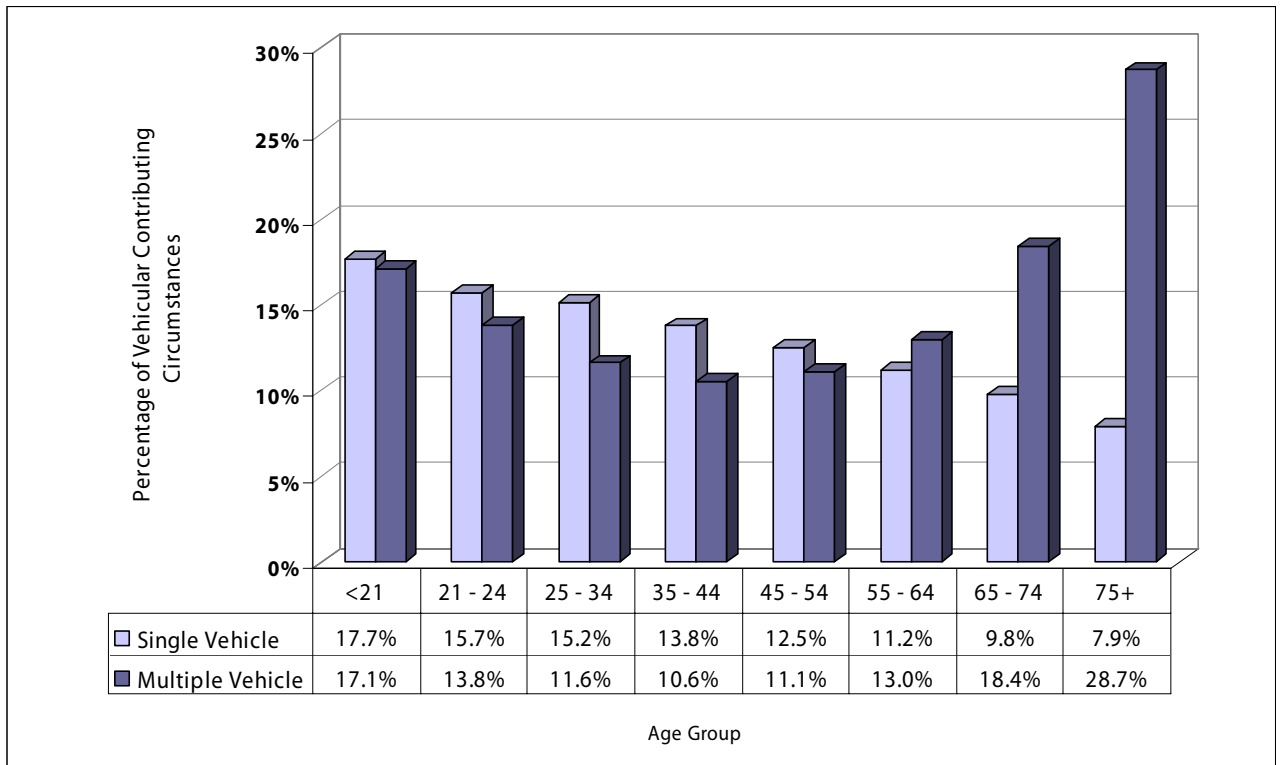
Speed-Related Crashes

Every motor vehicle crash investigated by a law enforcement officer is assigned up to two vehicle contributing circumstances for each vehicle and a single primary contributing circumstance determined by law enforcement to be the primary contributing circumstance of the crash. Figure 6 shows the distribution of a leading vehicular contributing circumstance, "Speed Too Fast" by driver age group for crashes that involved a single vehicle as well as speed-related crashes that involved multiple vehicles. The assignment of speed too fast or unsafe speed as a contributing circumstance of the crash is not

determined merely due to the driver violating the posted speed limit. Rather, the determination is made based upon the conditions under which the vehicle was traveling at the time the crash occurred. Such conditional factors can include weather, road conditions, time of day, traffic congestion, or a combination of factors.

The data shown in Figures 6 is based upon all 2005 motor vehicle crash reports submitted to the Indiana State Police Vehicle Crash Records System and includes all roads and all vehicle types.

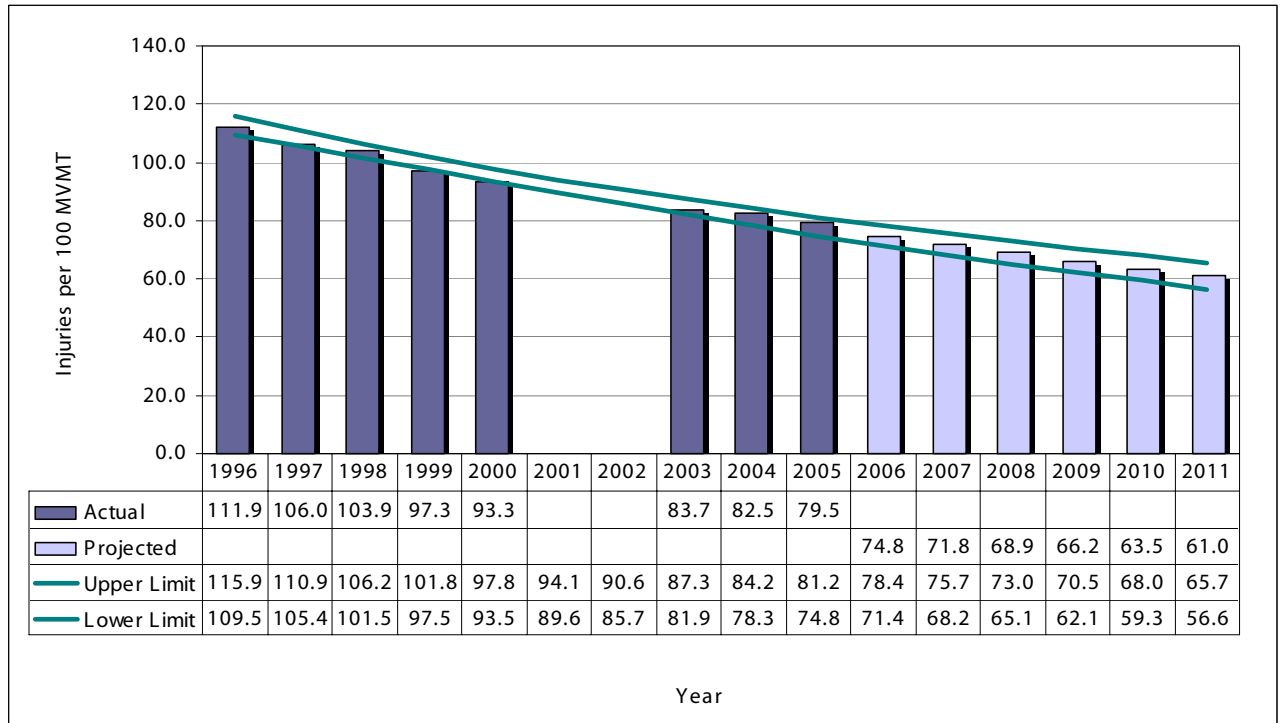
Figure 6: Percent of Crashes Attributed to “Speed Too Fast” by Driver Age Group in Single and Multiple Vehicle Crashes, 2005



Unlike single vehicle crashes in which Speed Too Fast decreases with driver age, in multiple vehicle crashes Speed Too Fast is indicated as a frequent contributing circumstance among young drivers before decreasing for several years. Among drivers in crashes age 65-74, speed becomes a factor in twice as many multiple vehicle crashes as single vehicle, and then becomes an even greater contributing circumstance among drivers age 75 and older, occurring in nearly 3 out of 10 multiple vehicle crashes.

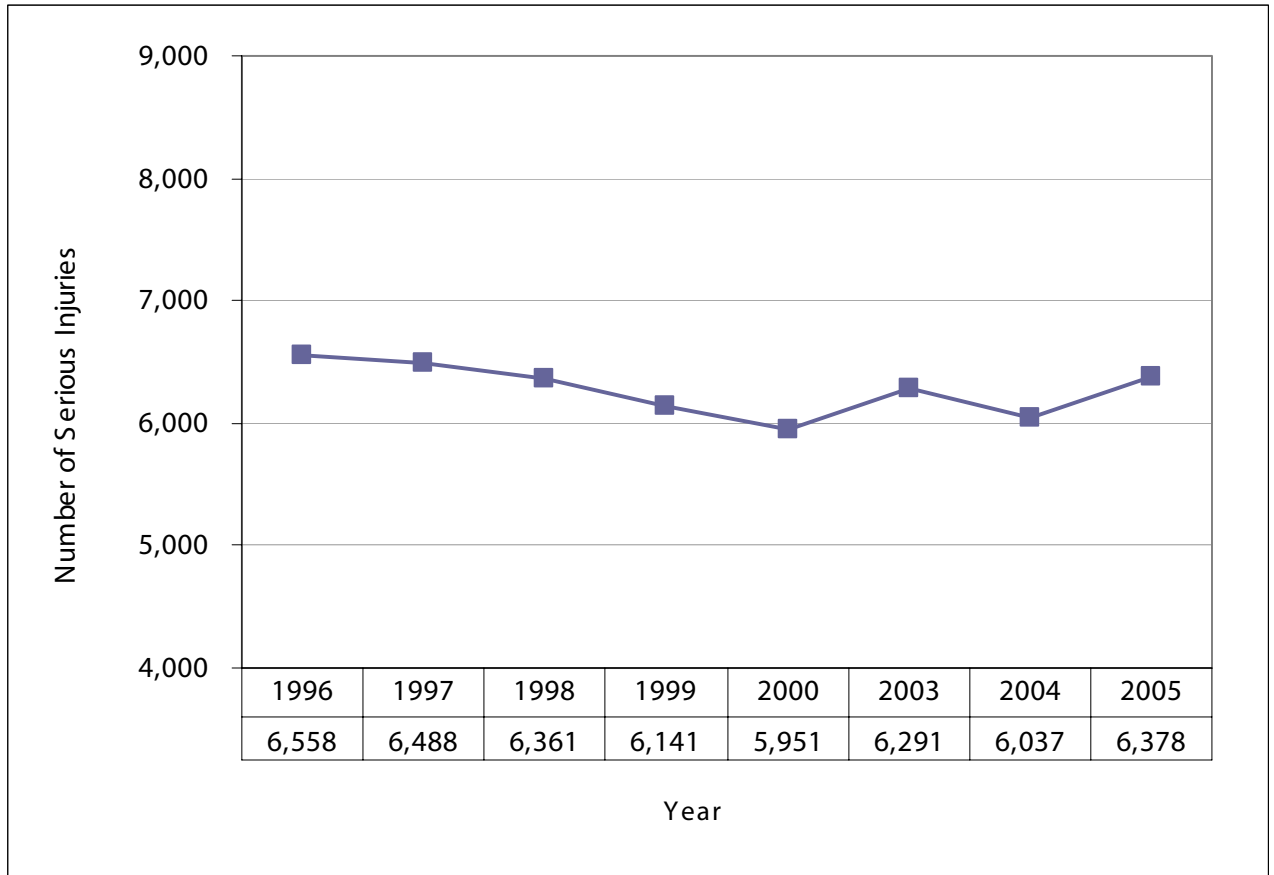
Goal 5: Injuries per 100 Million Vehicle Miles Traveled, 1996-2005, with Projections 2006-2011

- To decrease the state personal injury rate per 100 MVMT from a baseline rate of 111.9 in 1996, to 93.3 in the year 2000, 79.5 in the year 2005, 65.1 in 2008, and 56.6 in 2011, with progress demonstrated on an annual basis. (Note: crash data for this index is only available via the Indiana State Police Vehicle Crash Records System, which is incomplete for years 2001 and 2002.)



Analysis: Based upon recent performance estimations, Indiana has achieved considerable decreases in the personal injury rate per 100M VMT through 2005. At 79.5 injuries per 100 million vehicle miles traveled, this represents a 14.8 percent improvement over 2000, and a 29 percent improvement over 1996. The green upper and lower limits indicate that given the current programs in place, there is a 95 percent confidence level that future years' outcomes will be between these limits. In keeping within these boundaries, the revised goals set through 2011 assume maximum performance by setting the target goal equal to the lower limit. Continued improvement in safety belt usage rates should assist the state in achieving its long-term goals in this area.

Figure 5: Serious Injuries, 1996-2005

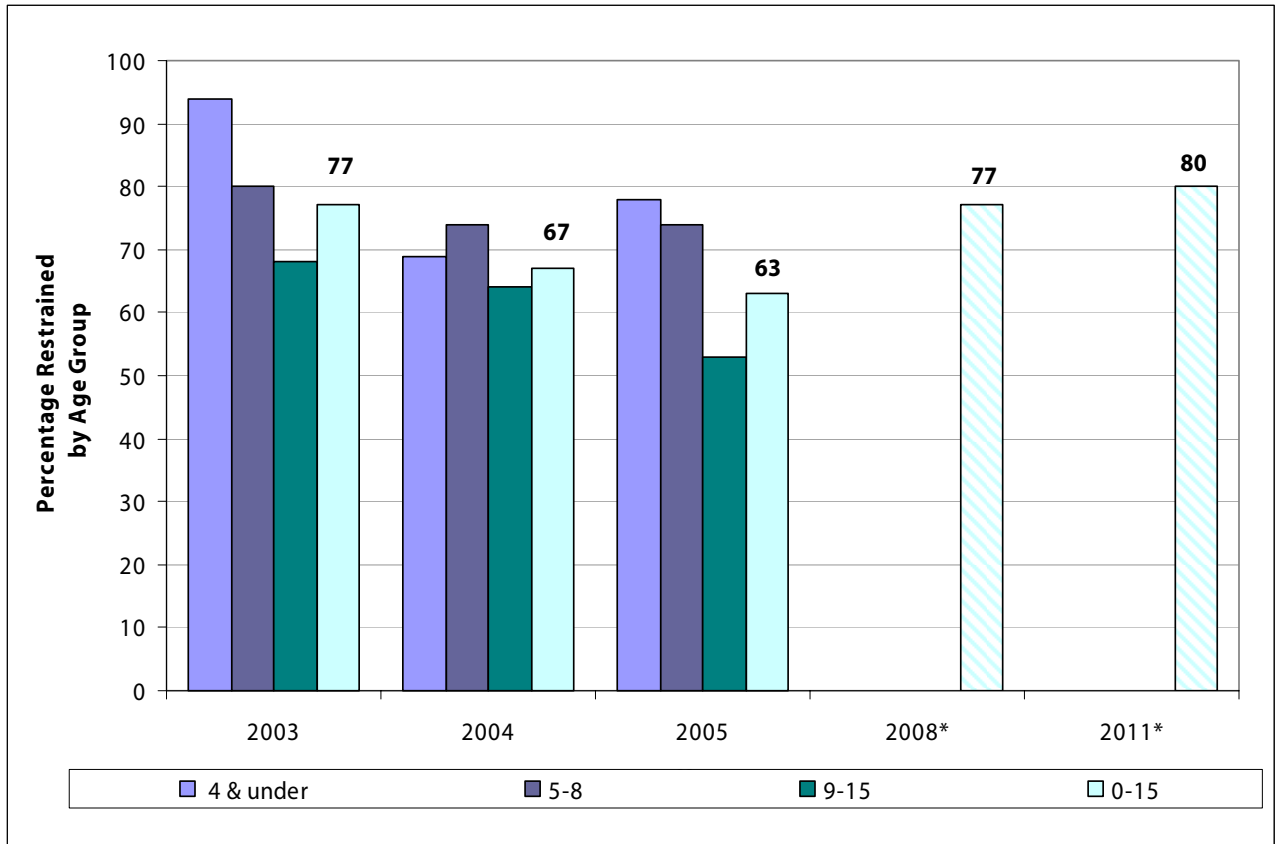


Note: crash data for this index is only available via the Indiana State Police Vehicle Crash Records System, which is incomplete for years 2001 and 2002.

- After five years of a decreasing number of serious injuries, the trend has begun a gradual increase over the last three years.

Goal 6: Percentage of Fatally or Severely Injured Child Occupants Age 0-15 That Were Restrained in Crashes for 2003-2005 with Goals for 2008 and 2011

- To increase the percentage of restrained child occupants age 0-15 that are severely or fatally injured from 63 percent in 2005, to 77 percent in 2008 (the rate attained in 2003), and 80 percent by 2011, with continued progress demonstrated on an annual basis.



Note: The goal for restraint use is limited to severe injury and fatal injury due to the fact that restraint use among minor injury or non-injury severities is unreliable due to self-reporting.

Analysis: The percentage of child occupants age 0-15 that sustained incapacitating or fatal injuries that were restrained has been decreasing over the past 3 years, but it still represents considerable improvement over 1998-2000. The short-term goal should be to return to the rate of 77 percent by 2008 and the longer term goal to achieve and sustain 80 percent or better by 2011. Close monitoring and focused intervention of this trend is necessary, as is any measurable impact following passage of Indiana's Child Passenger Law that went into effect July 1, 2005. Short-term progress of this goal should be on a quarterly basis so that intervention measures can be implemented within a matter of months rather than a year or more after the adverse trend has begun.

Table 4: Passenger Vehicle Driver Fatalities by Age, Restraint Usage, and Gender, 2005

Age	Number of Drivers			% Restrained			% Not Restrained			% Unknown		
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
16 - 17	21	15	36	47.6%	73.3%	58.3%	38.1%	20.0%	30.6%	14.3%	6.7%	11.1%
18 - 20	29	11	40	41.4%	81.8%	52.5%	48.3%	9.1%	37.5%	10.3%	9.1%	10.0%
21 - 24	50	14	64	24.0%	50.0%	29.7%	62.0%	42.9%	57.8%	14.0%	7.1%	12.5%
25 - 34	79	15	94	32.9%	46.7%	35.1%	54.4%	46.7%	53.2%	12.7%	6.7%	11.7%
35 - 44	49	17	66	24.5%	58.8%	33.3%	71.4%	23.5%	59.1%	4.1%	17.6%	7.6%
45 - 54	58	20	78	27.6%	35.0%	29.5%	56.9%	35.0%	51.3%	15.5%	30.0%	19.2%
55 - 64	42	17	59	26.2%	94.1%	45.8%	57.1%	35.0%	42.4%	16.7%	0.0%	11.9%
65 - 74	26	12	38	61.5%	66.7%	63.2%	23.1%	25.0%	23.7%	15.4%	8.3%	13.2%
75+	33	13	46	48.5%	69.2%	54.3%	30.3%	23.1%	28.3%	21.2%	7.7%	17.4%
TOTAL	387	134	521	33.9%	62.7%	41.3%	52.7%	26.1%	45.9%	13.4%	11.2%	12.9%

Legend: Fem=Female; Tot=Total
Source: Fatality Analysis Reporting System, NHTSA
Note: Drivers coded as improperly restrained were classified as "not restrained"
Excluded are drivers of parked vehicles, commercial and large trucks and/or truck-tractor combinations, recreational vehicles, motorcycles, and mopeds

Note: In previous editions of Indiana's Problem Identification, Table 4 included all non-motorcycle or parked motor vehicles, not just passenger vehicles. In doing so, the percentages did not accurately relate to the state's primary focus area of occupant protection. This minor revision greatly increases the value of this data since now it can be more strongly linked to what is observed in the statewide Safety Belt Survey compared to what the average citizen does in actual daily practice.

- Only 41.3 percent of killed drivers of passenger vehicles were properly restrained in 2005.
- Sixty-three percent of killed female drivers in passenger vehicles were properly restrained.
- An estimated 120 lives might have been saved in 2005 if drivers in passenger vehicles were properly restrained.

There were 521 passenger-vehicle drivers killed in crashes in 2005. While the state of Indiana conducts annual safety belt usage observational studies, an alternate measurement of safety belt usage is the investigating officer's assessment as to whether the killed driver was properly restrained or not. Where restraint use was known (excluding the unknowns), the overall usage rate of these killed drivers was only 41.3 percent. Given that safety belts are estimated to be 45–50 percent effective in reducing fatalities, nearly half of the 239 killed non-restrained drivers of passenger vehicles, or approximately 120 fewer driver fatalities could have occurred if all of those drivers had been properly restrained. The breakdown of the killed drivers by gender shows that only one-third of the male drivers were properly restrained compared to two-thirds of female drivers. By age group, of the 21 young male passenger vehicle drivers killed (<18 years of age), only 47.6 percent were restrained. Worse still, male drivers 21-24 years of age had the lowest usage rate of killed drivers at 24.0 percent. Among fatally injured female drivers of passenger vehicles, restraint use was highest in the 55-64 age group.

Process Description:

This section contains a brief description of the process used by the State of Indiana to identify traffic safety problems, establish performance goals, and develop programs and projects summarized in the Highway Safety Plan. There are key groups representing the traffic safety community in Indiana that are critical participants in each step of the process, including but not limited to The Indiana Criminal Justice Institute Traffic Safety Division and Staff, the Indiana Criminal Justice Institute Research Division and staff, Purdue University Center for the Advancement of Transportation Safety (CATS), The State of Indiana Traffic Records Coordinating Committee, Indiana Criminal Justice Institute programmatic grantees and Contractors including Law Enforcement Liaisons, and The Indiana Governor’s Council on Impaired and Dangerous Driving. Input is also sought throughout the fiscal year from such avenues as the Governor’s Council on Impaired and Dangerous Driving during its quarterly meetings, the Big City / County quarterly meeting of law enforcement grantees, and the monthly traffic safety meeting of all year long programmatic grantees. This ensures that a constant flow of suggestions and feedback in real time are communicated to the State office.

Traffic Safety Problem Identification:

The first step in the planning process is to determine and identify the problems that exist in traffic safety in Indiana. As a Starting point, we look for the Federal priority areas as identified by the Great Lakes Regional Office and staff.

Problems unique to Indiana are then scrutinized using available data. Data driven research is conducted and evaluated to determine priority areas based on said data. One example is our “prong Two” funding model. ICJI now applies a two part funding strategy for traffic enforcement grants. The first strategy is the baseline blanket model for funding all Indiana counties. The second strategy will be to supplement the blanket funding with a targeted approach in the highest fatality counties.

First, ICJI evaluates each baseline blanket enforcement grant proposal to determine its funding eligibility based on the following criteria:

- Meet the submission deadline
- Analyzing previous five year funding amounts.
ICJI has established four county population categories in order to create a maximum funding level for each category in the future. The categories are as follows: 1) small = <30,000; 2) medium = 30,000-49,000; 3) large = 50,000-99,000; and 4) extra-large = >100,000.
- Explanation of how the proposal specifically addresses Indiana’s traffic fatalities
- Past agency effectiveness and reporting quality
- Recommendations of ICJI Traffic Division

Second, to target safety belt and alcohol issues in specific high fatality counties ICJI examines the total fatality numbers (both unrestrained and alcohol related fatalities) over the last three years in Indiana. ICJI identifies those counties that made up 70% of the state's traffic fatalities. The 37 counties that were identified in 2006 received increased enforcement funding based on targeting their specific problem, previous funding awards, and agency effectiveness and reporting. To those 37 counties special incentive grants were made available for equipment and speed enforcement .

For FY 2006, an executive decision was made to increase all participating agency funding by 10% and utilize reserve funding streams for targeting the top 37 problematic counties.

In addition to in-house research and analysis there are several other data sources available to use for problem identification including the Indiana State Police Crash Database (EVCRS), Indiana fatal analysis reporting system (FARS), and observational seat belt surveys to name a few. Traffic safety problems specific to Indiana coincide with the six (6) major goals mentioned above. Based on available data, funding is targeted to address the major challenges that plague Indiana roadways and help to alleviate the problems.

Project Development

Grant applications are sought statewide, and the Indiana Criminal Justice Institute requires that grant applications are allowable under federal guidelines and tied directly to our program priority areas and goals. The grant application is attached to this HSP. The request for grant applications proposals (RFP) is distributed at various meetings and functions attended by traffic safety advocates and Law enforcement, by mail, and can be obtained from our website <http://www.in.gov/cji/grants/traffic.html> in PDF Format. It is clear that project proposals must have a direct link to one or more goals, and that the proposal must be directed to a priority population or area of concern to be considered.

All program proposals are evaluated by the Traffic Safety Division Staff and the Research Division Staff. The Staff reviewing the proposals insures that programs follow federal guidelines, are reasonable and allowable, are not a duplication of services, and fit within the priority areas of our Highway safety plan. These proposals are then reviewed by Fiscal staff to ensure that state and federal fiscal rules were being followed. These proposals are then discussed with the Chief Deputy Director for a funding decision. Plans are in process to incorporate the Governor's Council on impaired and Dangerous driving in the approval process as to the content and goals of submitted proposals.

Goals and Performance Measures:

The Traffic Safety Division Staff, Research Division Staff, CATs, and other partners are constantly evaluating our benchmarks, goals, and performance measures to ensure that data driven research is driving the programming towards the goals. Funding decisions are based on this data driven research, ensuring that programming has the desired effect on the number of people killed or injured each year in traffic collisions.

Program evaluation occurs in a multi-stage process for all sub-grantees. Depending on the funding stream the grant is utilizing the appropriate traffic safety program manager will first review any performance reports that are submitted for approved sub-grantees. The performance reports are then reviewed by a member of the Research and Planning Division staff, then by the Traffic Safety Division Director. Once all revisions and recommendations have been completed the performance report is signed off on by a member of the Executive staff of ICJI (Chief of Operations or Chief Deputy Director). Beginning in FY 2007 all traffic safety sub-grantees are required to submit performance reports on a monthly basis for the year long grants to demonstrate the success of the program being administered. All law enforcement agencies that received OPO or BCC funding are also required to submit the results of each traffic safety blitz/enforcement initiative they are a part of in order to better inform future funding, identify areas of success, and establish future performance goals.

In summary, accurate and timely data is the cornerstone of traffic safety planning. Data drives the benchmarks, goals and priority areas. Each project is directly linked to an approved goal, and finally, data provides the basis for evaluating the effectiveness of completed projects.

SECTION I: PLANNING AND ADMINISTRATION

TASK NARRATIVES

Task 1: State Highway Safety Office Planning and Administration

402	\$447,843.10
State	\$447,843.10
Total	\$895,677.20

This task will support the planning, administration and evaluation of Indiana Traffic Safety Action Program. This involves the fiscal management of the program and the administrative support necessary to undertake the program. The resources allocated to this task will cover costs associated with salaries, fringe benefits, travel, conference costs, equipment, computer supplies and service, public information materials, office rent, films, and other related operational expenses. The traffic safety division director, planning associate, and fiscal manager positions will be fully funded under this task. Other employees, such as Chief Deputy Director, Executive Director, Chief Operating Officer, and others will be billed for time spent on traffic safety functions and assignments. Also, The Governor's Council on Impaired & Dangerous Driving (Council) will incur expenses for our affiliation with membership in the Governors' Highway Safety Association. Membership fees and travel will be included in the planning and administration budget. (402 - \$447,843.10/ State - \$447,843.10)

SECTION I TOTAL BY FUNDING STREAM

402 - \$447,843.10

TOTAL = \$447,843.10

SECTION II: OCCUPANT PROTECTION INITIATIVES

TASK NARRATIVES

Task 1: Program Management

405

\$53,000.00

To increase statewide safety belt usage, the Governor's Council on Impaired & Dangerous Driving (Council) will employ a program coordinator to oversee the occupant protection initiatives. On a statewide and local level, the program coordinator will promote the importance of Indiana's safety restraint laws.

This task will provide salary, fringe benefits, travel costs to in- and out-of-state conferences and training seminars for one full-time program coordinator for the occupant protection program area. The occupant protection coordinator will provide for the administration and coordination of occupant restraint initiatives within the state. (405 - \$ 53,000.00)

Task 2: Child Passenger Safety (Children, Minority)

405

\$216,500.00

As indicated through problem identification, youth are over-represented in traffic crashes. In an effort to target the youth population, ages 0-19, the Council will coordinate with the Automotive Safety Program (ASP) Indiana University School of Medicine. ASP will conduct statewide public information and education programs to increase correct use of occupant restraints through statewide involvement and utilization of child passenger safety advocates. ASP's goals are:

1. **Education and Training.** Conduct or support a minimum of 20 car seat clinics throughout the state; conduct a minimum of 20 information presentations to targeted audiences; conduct a minimum of 30 programs for school-aged children using programs such as Buckle Up Bug or Risk Watch; conduct at least 2 and support a minimum of 20 NHTSA Child Safety Seat Technician and Instructor trainings; conduct a minimum of 3 CPS refresher courses for technicians and instructors; continue the SAFE KIDS training and chapter establishment; develop write and distribute a quarterly newsletter and maintain a web site; provide a minimum of 2 trainings entitled "Transporting Children with Special Health Care Needs"; work to educate caregivers at daycares throughout Indiana using NHTSA's Moving Kid's Safely Curriculum.
2. **Data collection and Interpretation.** Conduct an observational child safety seat use and misuse survey; produce a report by analyzing state and local,

and other secondary data sources on motor vehicle related injury; collaborate with the Children's Health Services Research Department on traffic safety related research and produce at least one manuscript from this research; produce a report by analyzing data from the permanent fitting stations.

3. **Resources and Information.** Continue the 1-800-KID-N-CAR number and the ISSKC 888 number; maintain and expand the web site to include information related to school bus, bike and pedestrian safety issues; conduct press conferences and 5 interviews with the media; participate in child passenger safety awareness campaigns; act as a resource to all appropriate safety groups; distribute car seats and provide resources through various programs including at least 70 permanent fitting stations, Boost America!, the low-income program, and project L.O.V.E.
4. **Advocacy.** Continue to advocate for traffic safety and injury prevention issues by expanding programs and involving organizations and individuals from across the state interested in these issues; maintain and manage a statewide Advisory Council; serve on Governor's Council Advisory Board; host the eighth annual Child Safety Advocate Awards ceremony; work to strengthen and improve child passenger safety laws in Indiana; add 5 additional chapters to the SAFE KIDS program.
5. The ASP will also work closely with other Agencies to implement an action plan that addresses the 8 -15 year old age group in regards to belt issues. Training, public information and education, other materials, and media events will be developed to address this age group of children.

In order to develop and monitor child safety seat distribution programs throughout the state, as well as provide technical assistance, training, car seats and booster seats, a coordinator for Project L.O.V.E. and the Permanent Fitting Stations will be funded to provide those services. A concentrated effort will be made to target the Indiana State Police and local law enforcement agencies throughout the state. We will also look for opportunities to expand into other partnerships outside of the Automotive Safety Program. Funding may be used for car seats related items such as towels, locking clips and educational materials, as well as salary, fringe benefits, and travel expenses for the staff at Automotive Safety, conferences, and other related costs.

The Automotive Safety Program (ASP) administers "Project L.O.V.E.," which is a voucher program for law enforcement officers. When an officer stops a vehicle for noncompliance with Indiana's child restraint law, the officer at his/her discretion, may issue a voucher to the driver for a free child safety seat. The driver then calls a number on the voucher and makes arrangements to pick up the child safety seat and receive instructions on the proper use of the seat. The ASP will make a concerted effort to recruit officers to participate in the program, as well as train additional law enforcement with the NHTSA CPS Technician course. Permanent Fitting stations will provide a network of trained individuals statewide to accommodate the increase in child occupant awareness. This task will provide

resources and funding for a minimum of 92 permanent fitting stations across the state, as well as expand the voucher program to cover all 92 counties as well. Funding may be used for car seats, related items such as towels, locking clips and other educational materials as needed. There will be three regional trainings held specifically for law enforcement officers. Funding will help cover class registration fees, lodging and per diem.

The Automotive Safety Program (ASP) has established three regional Child Passenger Safety Coordinators, who are responsible for increasing the number of law enforcement departments that require their traffic officers be trained in child passenger safety. The training conducted by these coordinators will utilize a modified 4 hour version of NHTSA's Operation Kids - Law Enforcement curriculum. The primary goal of this project is to increase use and decrease misuse of child restraints throughout the state of Indiana; through training of law enforcement officers about child passenger safety and Project Love. Law enforcement officers are in contact with the general public on a daily basis and have a "free" opportunity to educate parents about child passenger safety. A secondary objective of this program will continue to be to encourage officers to go the next step to become Child Passenger Safety Technicians.

The State of Indiana also recently completed a Child passenger Restraint Assessment through the National highway Traffic Safety Administration. The document produced as a result of this assessment is attached to this HSP. Costs incurred to implement the recommendations of this assessment are included in this project as well.

In addition, a special effort will be made to offer trainings, such as the CPS Technician class, to individuals working with the Hispanic population to increase the availability of information and education to this audience. This task will provide funding for program coordination as well as training for new CPS technicians and set up of permanent fitting stations within the Hispanic community. (405 \$216,500.00)

Task 3: Enforcement

402

\$ 579,842.71

For FY-2006 the Council will continue to support the Operation Pull - Over (OPO) program, which provides grant funding to local and state law enforcement departments for the purpose of conducting enhanced traffic enforcement during four (4) "blitz" periods designated by the Council. These scheduled quarterly blitzes correspond with NHTSA's scheduled mobilizations, and operate a total of eight weeks per blitz period with an emphasis on increasing seat belt and child restraint use and decreasing impaired driving crashes. The overtime enforcement program provides for saturation patrols and seat belt enforcement zones, which are coordinated at the state level.

Also, this year we are requiring the OPO Agencies to conduct 20 % of their

enforcement efforts on Nighttime Seat belt enforcement zones. Training in zone operations at night were provided at the grant trainings, and additional assistance, as needed, will be provided by the LEL's. Agencies participating and that have political permission will conduct 20 % of their EZ during the night hours during darkness. The program, which began in October of 1994, is currently supported statewide by 234 local law enforcement departments, as well as the Indiana State Police (ISP). The local law enforcement participation represents by jurisdiction over 80% of the state's population. However, with the State Police's participation, all Hoosiers are affected by the program. This task will support the goals and objectives of OPO within local communities in the form of law enforcement mini-grants. Communities will coordinate their programs in conjunction with the OPO established schedule (included). Funding will cover: salaries for overtime enforcement and administrative costs. (402 \$579,842.71)

SECTION II TOTAL BY FUNDING STREAM

402 - \$579,842.71

405 - \$269,500.00

TOTAL = \$849,342.71

SECTION III: IMPAIRED DRIVING COUNTERMEASURES

TASK NARRATIVES

Task 1: Program Management

410

\$53,000.00

Program Coordination provides funds for the planning, coordination and monitoring of impaired driving countermeasure projects. Funding will be available for salary, fringe benefits, travel and other related expenses. Impact is statewide and the project is on going. (410 - \$53,000.00)

Task 2: Fatal Alcohol Crash Team

410

\$ 200,000.00

The Council will fund a Fatal Alcohol Crash Team (FACT). The goal of the Team is to have uniform protocol and practices for how fatality and serious bodily injury crashes are investigated. Each squad consists of a supervisor, who works closely with the O.W.I. Prosecutor to ensure consistency with current statutes and case law, an OWI specialist, usually a DRE, a crash investigation Reconstructionist and a witness statement specialist. The team has virtually eliminated the procedural mistakes made in the field that can lead to the suppression of evidence necessary to secure a conviction or even the failure to identify a particular crash as involving an impaired driver. Refresher training for FACT Team members and training for others involved in fatal crashes, such as EMTs, will occur.

Any FACT Teams that had been funded in the past but are not funded this year, will maintain any equipment purchased with grant funds for use in traffic safety initiatives. If an agency does not wish to maintain the equipment for traffic safety related purposes, then said equipment will be returned to NHTSA's regional office for distribution to FACT Teams in other Great Lakes Region States. (410 - \$ 200,000.00)

Task 3: Enforcement

410

\$1,117,044.00

DUI: Taskforce Indiana provides overtime funding for DUI: Taskforce Indiana. The statewide overtime enforcement program targets specific counties, which have a history of high alcohol-related crashes. Counties/cities with a large population base and/or a university or colleges were also a consideration in determining the counties involved. Each funded county has a multi-jurisdictional DUI taskforce that will use saturation patrols and sobriety checkpoints in the effort to reduce the

amount of impaired drivers in their counties. This program started in July 2001 with nine counties that already had a countywide DUI Taskforce formed. Their successes extended to the participation of 25 counties that cover approximately 65% of the state's population by DUI: Taskforce Indiana. There will be two statewide blitz periods along with monthly saturation patrols and sobriety checkpoints conducted creating sustained enforcement. (410 - \$1,117,044.00)

Task 04- Indiana Judicial Center Judges Training Conference

410

\$ 29,956.00

The Indiana Judicial Center will host a two day training session for Circuit and Superior Court Judges on Alcohol related issues including SFST, DUI enforcement, evidentiary issues, and many other alcohol related topics. This Judicial outreach will train judges in the latest updates and case law for alcohol related issues to ensure that they judges and their staffs are up to date on these issues, growing trends, and the latest in enforcement efforts and technology. (410 - \$29,956.00)

SECTION III TOTAL BY FUNDING STREAM

410 - \$1,400,000.00

TOTAL = \$1,400,000.00

SECTION IV: POLICE TRAFFIC SERVICES

TASK NARRATIVES

Task 1: Program Management

402

\$ 53,000.00

The Governor's Council on Impaired & Dangerous Driving (Council) will employ a program coordinator to oversee the initiatives not covered by Occupant Protection and alcohol countermeasures. These include speed initiatives, statewide training, the Indiana State Police, and other programmatic efforts. On a statewide and local level, the program coordinator will promote the importance of Indiana's traffic safety laws.

This task will provide salary, fringe benefits, travel costs to in- and out-of-state conferences and training seminars for one full-time program coordinator for the Police Traffic Services program area. The PTS coordinator will provide for the administration and coordination of all non occupant restraint and Alcohol initiatives within the state. (405 - \$ 53,000.00)

Task 2: Statewide Traffic Safety Training

402

\$15,000.00

Officer training is an important component in an effective Police Traffic Services program. The upgrading of skills and knowledge of Indiana's law enforcement officers is essential in providing safer roadways for all Hoosiers.

The Council will work with the established regional training sites to deliver traffic safety training for law enforcement. Through quarterly meetings with the Council's Big City/County departments information on their project progress is exchanged as well and specialized training. The meetings help to challenge and motivate departments through peer to peer assistance. The Law Enforcement Academy maintains the records system for all law enforcement training statewide and will continue to do so with a new system that will assist the Council in determining the level of training and identify additional training needs. The Council may provide funds to train law enforcement officers in the areas of: Project Management; Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing (SFST) (see alcohol section of this plan); Public Information and Education for Law Enforcement; Child Passenger Safety Technical workshops; Safe and Legal Traffic Stops, and other training programs as needed. (402 - \$15,000.00)

Task 3: Operation Pull Over Awards Conference

402 **\$ 100,000.00**

The Council will hold the Traffic Safety Challenge conference in the fall of 2005. The conference will feature the OPO program accomplishments and recognize those departments, groups and organizations that significantly contributed to the program's success. (402 - \$100,000.00)

Task 4: Match

State **\$6,000,000.00**

The Indiana State Police provides a soft match in traffic safety services for the state's portion of the plan.

Task 5: Match

State **\$1,000,000.00**

The Indiana State Excise Police provides a soft match in traffic safety services for the state's portion of the plan.

Task 6: Enforcement Project – Big City / Big County Enforcement

402 **\$1,881,205.82**
410 **\$ 163,000.00**

The Big City/County Seat Belt Enforcement Program (BCC) will continue during FY-07. In the past, Indiana had utilized federal seat belt innovative dollars to target occupant protection enforcement. During non-blitz periods the funded agencies provide sustained enforcement through saturation patrols and seatbelt enforcement zones. BCC has 52 county and municipal agencies statewide participating in seat belt patrols and seat belt enforcement zones. As a requirement of their grant, the BCC coordinators, along with the DUI Taskforce coordinators, attend quarterly meetings in Indianapolis (there is no overtime paid for meeting attendance as it is required by their grant). During FY 2006, legal updates on occupant protection, impaired driving and drug recognition were given as well as updates on FARS and the Indiana crash records system. Select departments report on their activities during each meeting. The networking that occurs is instrumental in keeping ideas flowing and the morale at a high level. Funding will pay for overtime enforcement salaries. (402 - \$1,881,205.82 / 410 - \$163,000.00)

SECTION IV TOTAL BY FUNDING STREAM

402 - \$ 2,049,205.82
410 - \$ 163,000.00
TOTAL = \$2,212,205.82

SECTION V: COMMUNITY TRAFFIC SAFETY PROGRAMS

TASK NARRATIVES

Task 1: Law Enforcement Liaison Program

402	\$ 326,666.66
405a	\$ 163,333.34

The Council will utilize seven programmatic Law Enforcement Liaisons (LEL's) to assist the state in reducing death, injury and economic costs as a result of motor vehicle crashes. The LEL's are responsible for maintaining an effective program that concentrates on methods and activities as developed at the state and national level. Specific responsibilities include meeting with law enforcement departments to assist in developing traffic safety programs and policies. The LEL's travel both in and out of state representing the Council at events, workshops, meetings and conferences, (402 - \$326,666.66 / 405a - \$ 163,333.34)

Task # 2: Media Program Development and Management

402 OP	\$ 777,755.00
405a J2 PM	\$ 250,000.00
410 - J8	\$ 550,000.00
Total	\$ 1,577,755.00

To achieve statewide visibility for traffic safety programs, encourage support from the media, provide employers with valuable information, and to promote awareness of the importance of traffic safety requires an experienced public relations staff. The Council will employ a two person Communications Team who assist in statewide and local public awareness activities. This task will provide for program management services in the area of Public Information and Education. Funding will provide the two Communications Team employees salaries, fringe benefits, travel and other related costs. Approximately 90 % of one employee and 40 % of a 2nd employee's time will be charged to this task. Impact in this task is statewide and funding is ongoing

A critical element of improving highway safety is targeted and timely public information and education campaigns. Major public awareness efforts for the coming year include continued promotion of the "Click It or Ticket" and "Over the Limit, Under Arrest" campaigns.

The Council employs strong public information efforts in the following programs:

- Operation Pull Over – a traffic safety campaign to increase seat belt usage and reduce impaired driving.
- DUI: Taskforce Indiana – a program for saturation patrols and sobriety checkpoints in areas where alcohol-related crashes are high;

- Effective July 1, 2005, the new child passenger safety/booster seat law went into effect that will have a coordinated public information and education campaign for the general public and law enforcement;
- Point of Youth – a group of high school students who make recommendations to lawmakers and develop outreach initiatives regarding traffic safety issues that affect youth in Indiana;
- Indiana Criminal Justice Institute – the agency helps build safe communities by connecting specific traffic safety issues to broader criminal justice issues: for example, unrestrained children as a form of neglect and impaired driving as a violent crime.

The Council, through the State of Indiana, contracts with an advertising/public relations agency to develop materials for its campaigns. Campaigns have an internal focus geared toward law enforcement and an external focus geared toward the public. Each enforcement blitz targets the general public and often a specific group within the larger population. Past campaigns have targeted seat belt usage among teen-age drivers, child passenger safety among mothers with young children, and impaired driving among 21-35 year-old males. The Council also has devoted past educational resources to address specific traffic safety concerns within minority populations. In all campaigns, regional news conferences, as well as print and electronic materials, highlight the efforts of local law enforcement and help to and develop community support. Funding also provides for traffic safety planning kits for local communities, athletic events, seasonal activities, holidays, special contests and progress reports. The Council, through the Automotive Safety Program, provides materials for distribution to various groups to promote safe cycling and pedestrian safety on an as-needed basis. The Council collaborates with other groups to focus on such issues as child passenger safety, drowsy driving, underage drinking and minority issues. (402 OP \$ 777,755.00, 405a J2 PM \$ 250,000.00 410 – J8 \$550,000.00)

SECTION V TOTAL BY FUNDING STREAM

402 - \$ 1,104,421.66

405 - \$ 413,333.34

410 - \$ 550,000.00

TOTAL = \$2,067,755.00

SECTION VI: TRAFFIC RECORDS IMPROVEMENTS

TASK NARRATIVES

Task 1: Program Management

408 TR

\$ 53,000.00

In October of 2005, the National Highway Traffic Safety Administration conducted an assessment of the State of Indiana's traffic records system. The addition of this position was a major recommendation of that assessment. The Traffic Records Manager will be responsible for increasing the quality of the Indiana Crash Records System, recruit agencies to report electronically, institute new initiatives, and to serve as the "Champion" for traffic Records. This position will also be responsible for implementing the other recommendations of the assessment.

The Governor's Council on Impaired & Dangerous Driving (Council) will employ a program coordinator to oversee and manage all the Traffic records initiatives. On a statewide and local level, the program coordinator will promote the importance of data quality and will utilize the 2005 Indiana Crash Records assessment as a guide for these improvements. This task will provide salary, fringe benefits, travel costs to in- and out-of-state conferences and training seminars (408 TR - \$ 53,000.00)

Task # 2: Traffic Records Improvement/Evaluation

402 - TR

\$296,472.16

410

\$100,451.00

Total

\$396,923.16

The Council will continue to work with the Center for the Advancement of Transportation Safety (CATS) at Purdue University. CATS provides data analysis and information that describes and identifies motor vehicle crashes and characteristics, provides data documents, data tables, observational safety belt surveys, crash facts books, etc. The information is used in planning, policy and legislative public safety decisions. Through the assistance of various state and federal agencies, CATS is providing integral support for improvement of Indiana's traffic records system. With CATS assistance additional funding has come to Indiana to further improve traffic records in the state. Funding will cover salaries, fringe benefits, indirect costs, travel costs, printing and other related costs. (402-TR - \$296,472.16; 410 - \$100,451.00)

Task # 3: Indiana State Department of Health Trauma Registry Program

408 TR

\$ 150,000.00

There are 142 acute-care hospitals in Indiana; seven of these hospitals are ACS-COT (American College of Surgeons Committee On Trauma) verified Level I and Level II trauma centers. Currently, the seven trauma centers are the only hospitals in Indiana formally collecting trauma data in their own trauma registries. In March of 2006, the Indiana legislature passed Senate Enrolled Act 284, which provides the Indiana State Department of Health (ISDH) with the authority to develop a state trauma system, including a state trauma registry and a designation process for hospitals as trauma centers. As the starting point for implementing a statewide trauma system, the ISDH plans to implement a statewide trauma registry, which includes purchasing registry software and all related hardware/support/training for a web-based registry. This project also includes the selection and hiring of a state trauma registrar/epidemiologist, who will monitor registry data quality/completeness, as well as complete outcomes analyses that will contribute to the further development of Indiana's trauma system. Currently, ISDH does not have a source of funding for this critical position. The purchase and implementation of a statewide trauma registry software system for Indiana will greatly enhance the reporting of trauma data, which can then be used to analyze trauma system and trauma center outcomes. Analysis of this data will be a valuable part of development and fine-tuning of a formal, statewide trauma system, as well as proving critical in efforts towards quality improvement in care delivered to patients with traumatic injuries. In addition, since a significant number of the trauma cases treated at Indiana's trauma centers are from motor vehicle related incidents, the implementation of a statewide trauma registry will contribute significantly to the reporting of highway safety data in Indiana.

This task will cover Trauma registry software/training/data importation/customization costs, servers, Server OS (SQL2005)/Software Assurance, salary and benefits for Trauma Medical Director, IOT annual housing/maintenance of state SQL or Oracle server, Pilot rural hospital expansion of registry project (training/travel, user group meetings, hardware/software upgrade costs for some hospitals, etc, and the Purchase of annual maintenance of software product from the selected vendor. (408 TR - \$ 150,000.00)

Task # 4: EMS Software Upgrades

408 TR

\$ 140,575.00

The State Department of Homeland Security enveloped the former Emergency Management Agency, which oversees much of Indiana's Emergency Medical Services' activities. EMS is represented on the Council's Advisory Board as well as the Traffic Records Steering Committee. This project will provide funding to purchase 500 units of software for Indiana EMS providers, an SQL server and SQL server software for the Indiana DHS - EMS Commission Data Registry, expand the IDHS/EMS web page reports, and enhance the Indiana CODES Program linkage.

There are 825 Indiana EMS Providers, 500 are EMS stand-alone ambulance providers. The remaining 325 EMS providers are co-located with fire departments. The updated state supplied (ACS/Firehouse Software Inc.) (FHS) software for the 500 EMS providers and the Indiana DHS-EMS Commission Data Registry SQL server will greatly enhance the emergency response run reporting to the registry, to the EMS Commission, to local, state, and federal agencies. This will also align Indiana EMS run reports with the National EMS Information System (NEMSIS XML) data element requirements, and expand the IDHS/EMS Data Registry Program reporting to the NHTSA/CODES program. Indiana is a CODES state and will be applying to become a CODES Network state in October 2006. (408 TR - \$ 140,575.00)

Task # 5: Traffic Records Improvement / Coroner Equipment Requests

408 TR

\$ 184,000.00

The purpose of this project is to increase Indiana's accuracy in reporting vehicle fatalities, chemical test results, and other FARS data compiled by county coroners. Indiana is required by the National Highway Traffic Safety Administration to report all vehicle fatalities. This project will purchase equipment to facilitate communication between county coroners and FARS analysts. In exchange county coroners will submit death certificate and toxicology test information to FARS analysts as outlined in the Memorandum of Understanding between ICJI and the coroners. County coroners can request computers, fax machines, and other office related equipment that will aid in the transmission of rapid and accurate data to the FARS analysts. Equipment can be granted to coroner's offices based on a written statement of need request submitted to the Indiana Criminal Justice Institute prior to the signing a Memorandum of Understanding. Once the equipment is granted, the coroner's offices will begin submitting death certificate and toxicology information on a regular basis to FARS. (408 TR - \$ 184,000.00)

Task # 6: Traffic Records Improvement / Electronic Citations System

408 TR

\$ 284,430.00

The state of Indiana will begin the process of implementing an Electronic Citation System pilot for the Indiana State Police. In cooperation with the Judicial Technology and automation Committee, the Indiana State Police, and other stakeholders, a system will be developed for the construction or purchase of an E-Citation System that will allow for electronic issuing, collection, and Court processing of Citation and data. This will allow the State of Indiana to collect data from citations issued statewide by the Indiana State Police, with the local agencies being given access to and a part of this system in the future. These funds will be used for software creation, hardware purchases including servers and hardware for field implementation such as bar code scanners and portable printers. (408 TR - \$ 284,430.00)

SECTION VI TOTAL BY FUNDING STREAM

402 - \$ 296,472.16

408 - \$ 812,005.00

410 - \$ 100,451.00

TOTAL = \$1,208,928.16

SECTION VII: MOTORCYCLE SAFETY PROGRAMS

TASK NARRATIVES

Task 1: Lease / Purchase of Closed Circuit Training Facilities

2010 MC

\$ 12,952.00

The Council, in cooperation with the Indiana Department of Education, will actively seek locations where motorcycle training and rider training courses can be safely conducted for the purpose of licensing motorcycle operators and conducting basic and advanced rider training courses. Special consideration will be given to Counties where there are a large number of registered motorcycles and classes are currently not being offered. These counties will be identified using BMV Motorcycle Registrations per county and other data sources as appropriate. This task will fund for the leasing of facilities and other property in those counties that are acceptable locations for the rider training courses conducted by the Indiana Department of Education or their contractors.

Task 2: Training Motorcycle Purchases

2010 MC

\$ 60,000.00

In order to facilitate a higher number of Hoosiers enrolling in and being able to complete rider training courses, the Council, in cooperation with the Indiana Department of Education, will purchase training motorcycles to be used at and during the rider training courses offered by the Department of Education. These Motorcycles will be used solely for the purpose of the rider training courses. Motorcycles are stored at the rider training course locations and are available to individuals for the purpose of completing the rider training course. This task will fund for the purchase of 24 motorcycles at approximately \$ 2,500.00 per motorcycle. The motorcycles will be distributed to the training sites as needed and determined by the Indiana Department of Education. (2010 MC - \$60,000.00)

Task 3: Media / Public awareness Campaign for Motorcycles

2010 MC

\$ 50,000.00

In order to address the problem of other vehicles failing to yield to motorcycles, the Council will engage in an active media campaign of motorist awareness messages aimed at reminding the motoring public that motorcycles are on the roads. The increase in awareness activities will be conducted with media materials produced By the State of Indiana, and will utilize Television, Radio, and

possibly outdoor media to keep motorcycle safety in mind during the summer riding season in Indiana. This task will pay for the purchase of media spots on television and radio, production of printed material such as outdoor billboards, safety brochures, and other media related to motorcycle safety. (2010 MC - \$ 50,000.00)

SECTION VII TOTAL BY FUNDING STREAM

2010 MC - \$122,952.00

TOTAL = \$122,952.00

SECTION VIII: HIGHWAY ENVIRONMENT IMPROVEMENTS

TASK NARRATIVES

Task 1: Hazard Elimination

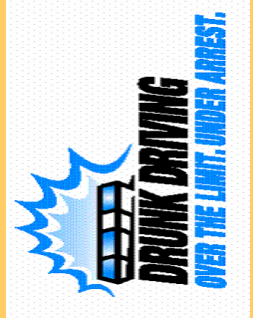
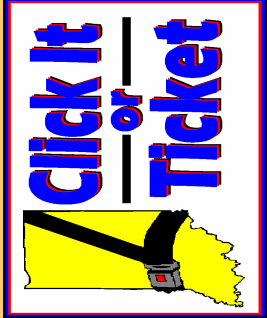
The Council, in cooperation with INDOT, will fund future projects as the year progresses. ICJI serves as the pass-through agency for hazard elimination projects approved by the HES selection committee at the Indiana Department of Transportation.

SECTION VIII TOTAL BY FUNDING STREAM

154HE - TBD

TRAFFIC SAFETY COMMUNICATIONS PLAN

OCTOBER 1, 2006 – SEPTEMBER 30, 2007



Prepared for the National Highway Traffic Safety Administration
by the Governor's Council on Impaired & Dangerous Driving,
a division of the Indiana Criminal Justice Institute

OCTOBER 2006

Campaigns Planned

No **paid** media campaigns are planned for this month.

Media Releases, Fact Sheets, Talking Points, and other relevant material will be distributed to the media and Law Enforcement Agencies prior to the Halloween holiday to increase awareness of impaired driving during that weekend.

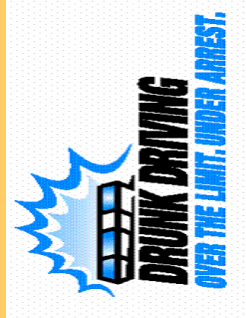
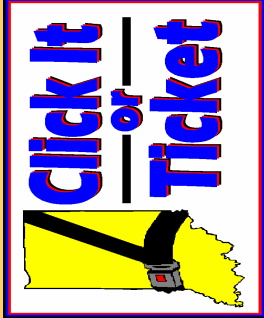
Important Dates

October 7: Coca-Cola Circle City Classic Parade and Football Game (Indianapolis)

October 9: State offices closed for Columbus Day

October 29: Halloween Impaired Driving Awareness release

October 31: Halloween



NOVEMBER 2006

Campaigns Planned

Operation Pull Over – Blitz 49

Theme: Safe Family Travel

Audience: Men 18-34

Purpose: Raise awareness about seat belt enforcement & DUI in rural counties. Raise awareness about belt usage and child restraints.

Media: 10/22–11/4

Pre-Enforcement Media Event: 11/5– 11/11

Enforcement: 11/12 – 11/25

Advertising: Radio, network & cable television & outdoor only in NW Ind. Along I-65 and toll road.

Paid Media Budget: \$207,755.00

Source: Belt

Annual OPO Banquet

Theme: “Honoring Those Who Answer the Call”

Audience: Participating OPO agencies

Date: November 17, 2006 (11 a.m. to 2 p.m.)

Budget: \$20,000

Source: General

Important Dates

November 4: Blitz 49 media campaign kickoff release

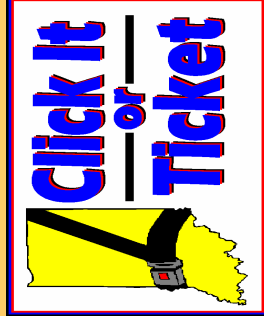
November 12: Blitz 49 enforcement kickoff release

November 13: State offices closed for Veterans’ Day

November 17: OPO Banquet

November 23-24: State offices closed for Thanksgiving

November 26: Blitz 49/Thanksgiving Safe Holiday Travel reminder release



DECEMBER 2006

Campaigns Planned

No paid media campaigns are planned for this month.

Media releases will be distributed prior to Christmas and New Year's Eve to raise awareness about impaired driving during the holiday season.

The Council also will work with local media across the state to earn appearances and stories to raise awareness.

Important Dates

December 1: National Drunk, Drugged, Driving Awareness Month release

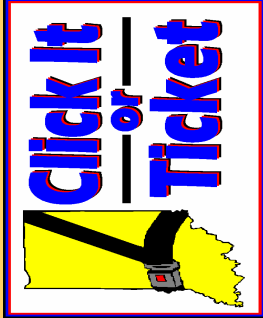
December 5: Blitz 49 reports are due to be entered into OPO database; possible release with data from Blitz 49

December 21: Holiday season impaired/safe driving release

December 25: State offices closed for Christmas

December 30: New Year's Impaired Driving Awareness/Enforcement release

December 31: State offices closed for New Year's Eve



JANUARY 2007

Campaigns Planned

Operation Pull Over – Blitz 50

Theme: Child Passenger Safety

Purpose: Educate parents about requirements under Indiana's Child Passenger Safety law.

Audience: Parents, skewing female

Media: 1/14 - 1/27

Pre-Enforcement Media: 1/28 – 2/3

Enforcement: 2/4 - 2/17

Advertising: Radio & Television

Paid Media Budget: \$250,000

Source: Belts General and PM

Important Dates

January 1: New Year's Day

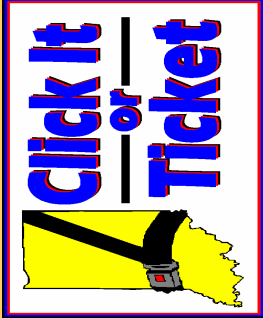
January 14: BCC quarterly meeting

January 14: Blitz 50 awareness campaign begins

January 15: State offices closed for Martin Luther King Jr. Day

January 28: Blitz 50 media campaign kickoff release

January 29-February 4: Super Bowl Sunday, Impaired Driving Awareness



FEBRUARY 2007

Campaigns Planned

Blitz 50 enforcement begins February 4, and the media campaign continues through the end of enforcement on February 17.

The Council will work with local radio and television stations across the State to gain earned media.

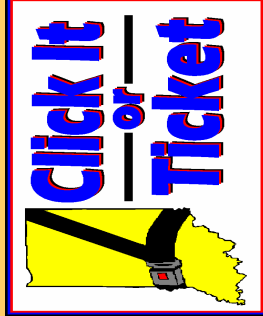
Increase awareness of proper car seat installation with car seat giveaways for needy families. Partner with Automotive Safety Program at Riley Hospital.

Important Dates

February 4: Blitz 50 enforcement kickoff release

February 4-10: National Child Passenger Safety Week

February 28: Blitz 50 reports are due to be entered into the OPO database; possible release with results from Blitz 50



MARCH 2007

Campaigns Planned

Safe St. Patrick's Day

Launch a new campaign aimed at impaired drivers in March.

Theme: "Be Lucky – Don't Drink & Drive"

Purpose: Focus on men 18-34 who are drinking on St. Patrick's Day and partner with community groups to reduce impaired driving in college towns.

Highest alcohol related deaths on college campus towns were Muncie, Terre Haute and Bloomington.

Audience: Men 18-34

Media: March 15-17

Enforcement: March 17

Advertising: Radio only

Paid Media Budget: \$50,000

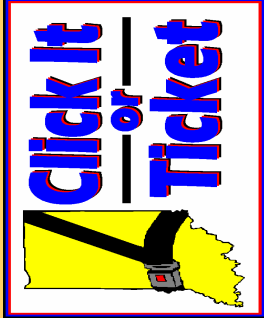
Source: Alcohol PM

Media releases will be distributed prior to St. Patrick's Day to raise awareness about impaired driving.

Important Dates

March 12-16: St. Patrick's Day impaired driving awareness releases. Partner with community groups to gain earned media across the state.

March 17: St. Patrick's Day



APRIL 2007

Campaigns Planned

No paid media campaigns are planned for this month.

The Council will spend this month preparing for the May CIOT mobilization. This mobilization will include both statewide media and seat belt enforcement components, as well as a Latino community outreach effort in Marion County, Lake County, Allen County and Grant County.

Important Dates

April 1: Alcohol Awareness Month release

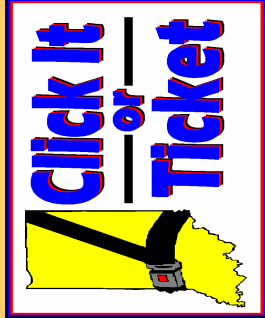
April 5: National Alcohol Screening Day

April 6: State offices closed for Good Friday

April 8: BCC quarterly meeting

April 22: Regional seat belt surveys begin

April 30-May 5: Cinco de Mayo



MAY 2007

Campaigns Planned

Operation Pull Over – Blitz 51

Theme: "Click It or Ticket"

and Rural Demonstration Campaign

Audience: Males 18-34

Media: 4/29-5/12

Pre-enforcement Media Event: 5/13-5/18

Enforcement: 5/18-6/3

Advertising: Radio, network and cable television (weighing heavy in Southern Counties)

Paid Media Budget: \$550,000 (general market);

Source: Belts General and PM

Important Dates

May 1: Motorcycle Safety Awareness Month release

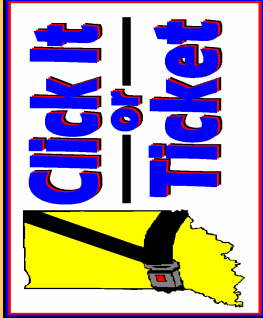
May 3: Blitz 51 media materials due to law enforcement liaisons; letter of support from Governor to be mailed to all local law enforcement agencies and local elected officials

May 13: Blitz 51 media campaign kickoff release

May 18: Blitz 51 enforcement kickoff release

May 27: Indianapolis 500; effort will be made to gain earned media with race track

May 30: State offices closed for Memorial Day



JUNE 2007

Campaigns Planned

Blitz 51 paid media continues through June 3. During this time, the Council will work to earn media across the state through interviews and locally planned events.

Media updates will be sent out at the end of each day with the up-to-date seat belt citation totals for the campaign.

Important Dates

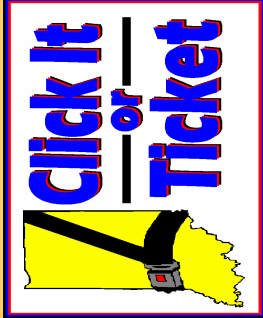
June 5: Blitz 51 wrap-up release commending law enforcement for their involvement in the campaign

June 10: Letter to the editor from Council to be sent to print media statewide

June 12-July 31: July 4th and Summer Sports/Music Festivals/Parents

June 13: Blitz 51 reports are due to be entered into OPO database; final 46 data should be available and will be released statewide

July 29: 4th of July Holiday media campaign for safe travel during a longer than usual 4th of July weekend.



JULY 2007

Campaigns Planned

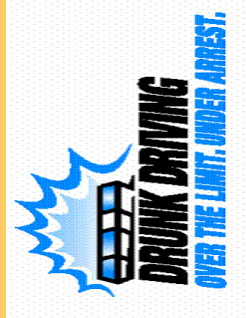
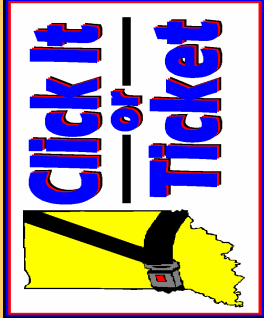
No paid media campaigns are planned for this month.

A media release will be distributed prior to the July 4 holiday weekend to raise awareness about impaired driving.

Important Dates

July 4: State office closed for Independence Day

July 8: BCC quarterly meeting



AUGUST 2007

Campaigns Planned

Operation Pull Over – Blitz 52

Theme: “Over The Limit. Under Arrest.”

Audience: Men 18-34

Media: 8/5- 8/18

Pre-Enforcement Media Event: 8/19-8/24

Enforcement: 8/24-9/9

Advertising: Radio, network and cable television

Paid Media Budget: \$500,000

Source: Alcohol PM

Important Dates

August 3-5: Brickyard 400; effort will be made for earned media

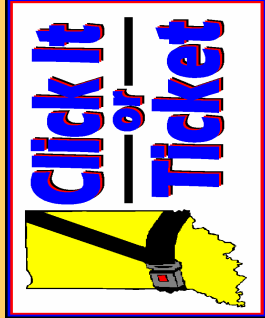
August 12: Blitz 52 media materials due to law enforcement liaisons; letter of support from Governor to be mailed to all local law enforcement agencies and local elected officials

August 16-September 4: “Over The Limit. Under Arrest.”

August 19: Blitz 52 media campaign kickoff release and event (details TBD; possibly at Indiana State Fair)

August 24: Blitz 52 enforcement kickoff release

August 28-31: Governor’s Highway Safety Association Meeting



SEPTEMBER 2007

Campaigns Planned

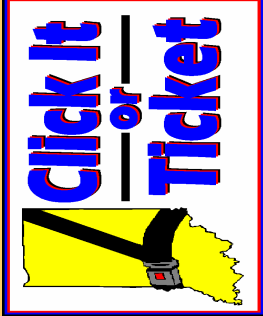
Blitz 52 paid media continues through September 15. During this time, the Council will work to earn media across the state through interviews and locally planned events.

Important Dates

September 3: State offices closed for Labor Day

September 11: Blitz 52 wrap-up release

September 19: Blitz 52 reports are due to be entered into OPO database; final Blitz 48 data should be available and will be released statewide





*GOVERNOR'S COUNCIL ON
IMPAIRED & DANGEROUS DRIVING*

PROJECT PROPOSAL FORM

Completed Project Proposals should be submitted to:

*One North Capitol Avenue, Suite 1000
Administrative Assistant
Traffic Safety
Indianapolis, IN 46204
Phone: (317) 232-1619*

**INDIANA CRIMINAL JUSTICE INSTITUTE
GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING
Instructions for Completing *Operation Pull Over* Grant Application**

Grant Due Date: Bring your completed application to the grant workshop. Failure to attend will make your department ineligible for funding.

Instructions for Application Cover Page:

1. Project Title:
Enter title of program. Example: Operation Pull Over
2. Governmental Unit:
Enter the name of the political jurisdiction responsible for the overall administration of the project (state, county, city, township, and university).
3. Applicant:
Enter the organizational unit responsible for the administration of the project.
Example: "City of Metropolis Police Department".
4. County:
Enter the county or counties in which the project will be conducted. If the project is conducted statewide, so indicate.
5. Federal Identification Number:
Enter the nine-digit number assigned to your reimbursement agency by the U.S. Department of Treasury, Internal Revenue Service, for tax reporting purposes. (ex., County Treasurer, City Controller, Clerk-Treasurer, etc.)
6. Grant Application Type:
Indicate whether this is the initial project grant proposal or a continuation of a previously funded project.
7. Anticipated Grant Start-Up Date:
October 1, 2007
8. Acceptance:
 - A. *Project Director*
Enter the full name, email, title, address, phone number and fax number of the Chief, Sheriff or Marshal. This person signs and dates the grant. **Original Signatures required**
 - B. *Financial Officer*
Enter the full name, email, title, address, phone number and fax number of the financial officer of the political subdivision (clerk, treasurer, county auditor, city controller). This person signs and dates the grant. **Original Signatures required**

C. *Authorizing Official of Governmental Unit*

Enter the name, email, title, address, phone number and fax number of the Chief Executive Officer of the political subdivision (mayor, city council, county commission's chair, university official). This person signs and dates the grant.

Original Signatures required.

Pages 2-9: Grant Agreement

The Council has prepared pages two through six. The agreement details the Operation Pull Over program. Pages two through four provide an overview of the statewide problem, goals and objectives. Pages five through nine provide details about the elements and activities of the program. For the program to be effective your department must follow the format and conduct all elements per the grant agreement.

Page 10: Budget Summary Sheet

This form is to provide a budget summary of your grant. Areas have been provided to list your department, the average overtime rate, budget breakdown by blitz period, percent of effort (time) budgeted toward seat belt and impaired driving enforcement each blitz, and direct costs (to support the public information and education component: maximum 5%), if any.

Fundable areas:

- Personal Services: To provide overtime hours to conduct overtime traffic enforcement, provide minimal administrative hours (10% of this category's funds), and to prepare paperwork. Rate of pay shall be based on your departmental policy for overtime rate of pay.
- Direct Costs: Maximum 5% of your budget may be used to purchase items to support the public information and education efforts. Allowable costs include brochures, posters, and child safety seats for clinics open to the public. Premium items such as key chains, pens, T-shirts, pencils, etc. are not permissible under federal regulations. **Purchased items will have the Council's name or logo imprinted on the item.** (The logo available upon request).

Funds will be advanced on a quarterly basis upon request by submission of the appropriate claim voucher. **It is your responsibility to send in a claim voucher requesting payment.**

Page 11: Attachment A

Goals and Objectives:

Each participating law enforcement department has been provided a pre-written document to set local goals and objectives (Attachment A). The areas the Council has set for your department are in line with the statewide goals and objectives listed on page two of your application. Each participating law enforcement department must submit Attachment A to the Council. This form must be submitted to the Council with the completed grant agreement, no later than August 15, 2007. **Failure to submit Attachment A will result in non-payment of claims.**



**INDIANA CRIMINAL JUSTICE INSTITUTE
GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING
REGULATIONS GOVERNING HIGHWAY SAFETY PROJECT GRANTS**

PURPOSE: To provide potential Highway Safety Grant recipients with a comprehensive listing of the regulations governing the administration of an approved highway safety project.

I. GENERAL REGULATIONS

- A. The project shall be administered by a local or state governmental agency having authority and responsibility for carrying out the project.
- B. Costs shall meet the following criteria:
 - 1. These funds are to be supplemental and not substitute for on-going activities. The costs must be necessary and reasonable.
 - 2. Be authorized or not prohibited under federal, state, or local laws or regulations.
 - 3. Conform to federal, state, and local policies, regulations and procedures that apply uniformly to other activities.
 - 4. Be accorded consistent treatment through application of generally accepted accounting principles appropriate to the circumstances.
 - 5. The costs charged to this grant cannot be included as a cost of any other federally financed program.
 - 6. Should not result in a profit to the state or local unit of government.
 - 7. Costs must be incurred within the grant period as stated on your approved project grant application.
 - 8. Any approved purchases must be ordered and received within the approved grant period.
 - 9. Costs must be adequately supported by documentation (i.e. dated invoices).
 - 10. Equipment purchases require 25% cash match and must adhere to requirements listed under Item H.
 - 11. Salaries and wages chargeable to this highway safety project must be supported by appropriate time distribution records, and must follow department/agency pay policies.
- C. Only those cost categories and line items approved may be claimed. **Any deviations from the approved budget must have prior written approval from the Council.**
- D. All applicants shall use purchasing practices and bid procedures that provide maximum open and free competition. Procurement procedures must follow applicable guidelines of federal, state, and local laws, rules and regulations.
- E. All documentation for costs incurred shall be maintained for review for a three-year period following the final payment for the project.
- F. All travel expenditures must be made in accordance with State Budget Agency guidelines and must be directly related to the highway safety project activity covered by this grant. Travel outside of Indiana requires 45 day prior written approval from the Council. The authorization for out-of-state travel form must accompany the request (form available upon request).

- G. Contracts entered into by the grant recipient to accomplish any portion of the work funded under this grant, shall be awarded in accordance with the provisions of all applicable federal, state, and local laws rules and regulations. Approval of such contracts or agreements must be obtained from the Council prior to their execution. No official or employee of a state agency or political subdivision which is authorized in his official capacity to negotiate, make, accept, approve, or to take part in such decisions regarding a contract or subcontract in connection with the project, shall have any financial or other personal interest in any such contract or subcontract in connection with the project.
- H. Purchases of equipment through a grant may be allowable if an agency is able to demonstrate that the equipment is a necessary component of the project and is not available from other sources. The following is the Council policy on equipment purchases:
1. Only equipment specifically listed in the project budget is eligible for payment.
 2. A 25% cash match is required on all equipment purchases.
 3. An Equipment Assessment Survey must be completed and submitted with the grant application for all equipment requests (form provided upon request).
 4. A purchase vs. rental analysis may be required for equipment requests when rental appears to be a more prudent alternative.
 5. Equipment purchases must be initiated within 45 days of the grant start-up date.
 6. Appropriate objectives and/or activities must be included in the grant application justifying the use of equipment requested.
 7. When appropriate, equipment purchases should be compatible with existing equipment.
 8. Equipment purchased through a grant must be used for highway traffic safety activities for its useful life.
 9. The Council will inventory any equipment item with a purchase price of \$5000 or more annually.
 10. Radar and speed measuring equipment must be purchased from an approved consumer product list. An up-to-date listing may be found on the IACP web-site address: www.theiacp.org/profassist/radarpl.pdf
 11. Breath testing equipment must be purchased from an up-to-date approved conforming product list as found in the federal register (available upon request).
 12. Office furnishings and fixtures are not an allowable cost (e.g. desks, filing cabinets, chairs, etc.)

It is mutually agreed and promised that the applicant shall immediately notify the Council if any equipment purchased under this project ceases to be used in the manner or purpose for which it was acquired. In such event, applicant further agrees to either give credit to the project costs for the residual value of such equipment in an amount to be determined by the State, or to transfer or otherwise dispose of such equipment as directed by the State. It is mutually agreed and promised by the applicant that no equipment will be conveyed, sold, salvaged, transferred, etc., without the express written approval of the State. The State reserves the right to recall and transfer any equipment purchased with grant funds to another entity as deemed appropriate by the Council.

- I. The applicant hereby assures and certifies that he will comply with regulations, policies, guidelines, and requirements including OMB Circular No.'s A-87, A-133, A-122, A-21, and A-110 as they relate to the application, acceptance, and use of federal funds for this federally assisted project.

Applicant will comply with Title VI of the Civil Rights Act of 1964 (PL 88-352). In accordance with Title VI of that Act, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant received federal financial assistance and will immediately take any measures necessary to effectuate this agreement.

- J. All applicants must have a seat belt usage policy on file with their department and made available upon request to the Council.
- K. All applicants must have a drug-free workplace policy on file with their grant application.
- L. Law enforcement applicants must have on file with their department a copy of their overtime pay policy and made available upon request to the Council. If the department does not have one in place, one must be established. Budgets shall be based on the established overtime pay policy for like or similar activities and paid in accordance with that policy.
- M. Law enforcement applicants must participate in the state traffic safety campaign Operation Pull Over. Failure to participate will terminate the grant agreement with the Council.
- N. Law enforcement officers working overtime traffic enforcement will be trained in Traffic Occupant Protection Strategies and Standardized Field Sobriety Testing.
- O. Law enforcement personnel may not use overtime funds for public information presentations at meetings, public gatherings, special events, public information events, or to conduct observational seat belt surveys or any other type of survey.
- P. Two-person patrol car overtime funding will not be allowed.
- Q. Law enforcement applicants working Operation Pull Over overtime traffic enforcement are required to achieve a minimum of 3 separate documented, officer-to-motorist contacts per hour of traffic enforcement, with a minimum of 1.5 citations per hour for seat belt and/or child restraint violations. Impaired driving arrests are a minimum of 1 DUI arrest for every 8 hours of traffic enforcement.
- R. The purchase of public information and education materials must be **targeted to specific** groups that match the activities of your grant. **The purchases must be for dissemination to the public to support the program objectives.** Promotional materials such as key chains, clothing, pens, etc. can not be purchased under federal regulations. Law enforcement participating in the Operation Pull Over program may use up 5 % of their Operation Pull Over funding to purchase educational materials or child safety seats for clinics open to the public. All Materials will contain the "ICJI" and "Governor's Council on Impaired and Dangerous Driving" logos.

- S. Law enforcement applicants must have a records system in place that will provide crash and citation statistics as needed for the development of problem identification, monitoring and reporting program results and activity. If a system is not in place, one should be developed.
- T. Notification of changes in project director personnel must be submitted in writing to the Council within 30 days of the change.

II. ORIENTATION MEETING

All approved applicants will be required to participate in an orientation meeting at a location determined by the Council to discuss the requirements.

III. PROJECT PROGRESS REPORTS AND MEETINGS

Progress reports shall be required of all highway traffic safety projects. See section V, D. for additional CJI funded program requirements.

Law enforcement applicants funded to conduct Operation Pull Over **Year Long Enforcement** are required to submit **monthly reports** which are **due the 10th of each month**, as well as attend designated law enforcement meetings on the following dates:

- October 12, 2006; April 19, 2007; and July 13, 2007.

Operation Pull Over **“Blitz” grantees** (those conducting quarterly enforcement programs) are required to submit quarterly reports following the established dates, which are **ten days after the completion of each blitz**. Failure to submit these reports to the Council will cause delay in payment of claims and may jeopardize funding for present and future projects.

IV. MONITORING REVIEWS

The Council or representative staff shall conduct monitoring reviews of Operation Pull Over grantees on a random basis. Agencies should be prepared for a review at all times. The purpose of these reviews will be to determine adherence to stated rules and regulations, project objectives, review financial procedures, and to provide any needed assistance.

V. PROJECT PAYMENTS

- A. Select highway safety projects will receive advance funds.
- B. Advance funds shall be made available and in accordance with your approved quarterly budget by Council staff and shall be mailed on a quarterly basis.
- C. It is the responsibility of the project director to monitor the use of funds in accordance with the approved quarterly and annual budget and to submit the claim voucher for payment and expenditure of funds form.
- D. Failure to comply with any Indiana Criminal Justice Institute grant requirements may result in termination of this grant or payments to be withheld.

VI. COST DOCUMENTATION

The state agency or political subdivision shall maintain satisfactory financial accounts, documentation, and records, which shall be made available for auditing.

VII. GRANT TERMINATION

The grantee understands that this grant may be terminated if the Council concludes that the grantee is not in compliance with the conditions and provisions of this grant. The Council will extend an opportunity for the grantee to demonstrate compliance. Notification of termination will be in writing.



GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING

Grant Checklist

Department: _____

Grants are due no later than August 1st, 2006.

Incomplete grant applications will make your department ineligible for grant funding.

Return this form with your grant.

Required Grant Application Forms:

See the grant application instructions for assistance.

- | | |
|--|---|
| _____ Grant Signature page | Original Signatures for each grant - No Faxes |
| _____ Budget Summary Sheet | |
| _____ Coordinator Information Sheet | |
| _____ Attachment A | If Enforcement |
| _____ Completed Grant Application | <u>Year-Long Grantees ONLY</u> |

Other Items To Include:

These items are required for **new OPO agencies, or agencies which have revised any of these Documents:**

- _____ **Copy of Your SOP for Operation Pull Over Participation.**
This is the regulation for your department that informs officers about this grant. Information should include the purpose, goals, objectives and grant requirements. It should also include your own departmental requirements and expectations.
- _____ **Copy of Your SOP for Occupant Protection Enforcement**
This is the policy/regulation for your department that authorizes officers to enforce seat belt and child restraint violations in an effort to reduce fatalities and serious injuries in your community.
- _____ **Copy of Your Training Plan**
If your officers are not trained in SFST and TOPS - provide a plan to accomplish the training.
- _____ **Copy of Your Drug Free Workplace Policy**
- _____ **Certification for Submission of Arrest Data: Submit if your agency has new Chief / Sheriff**
Form signed by your CLEO stating your agency will comply with proper arrest data submission.



Governor's Council on Impaired & Dangerous Driving

Shaded areas for Council use only

DATE RECEIVED	DATE APPROVED	GRANT NUMBER
FUNDING SOURCE	CFDA#	AMOUNT

1. PROJECT TITLE		
2. GOVERNMENTAL UNIT (city of, town of, county, etc.)	3. APPLICANT ORGANIZATION	
4. COUNTY	5. FEDERAL IDENTIFICATION NUMBER	
6. GRANT APPLICATION TYPE INITIAL: CONTINUATION:	7. ANTICIPATED START DATE: APPROVED GRANT PERIOD FROM: 10/1/2006 THROUGH: 9/30/2007	

8. IT IS UNDERSTOOD AND AGREED UPON BY THE UNDERSIGNED THAT A GRANT RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING HIGHWAY SAFETY PROJECTS.

A. PROJECT DIRECTOR - Chief, Sheriff, Marshal

1. NAME (FIRST, MI, LAST)	2. EMAIL	
3. ADDRESS (Street, City, State, Zip)	4. PHONE	5. FAX
6. SIGNATURE	7. TITLE	8. DATE

B. FINANCIAL OFFICER - Clerk, Treasurer, Auditor

1. NAME (FIRST, MI, LAST)	2. EMAIL	
3. ADDRESS (Street, City, State, Zip)	4. PHONE	5. FAX
6. SIGNATURE	7. TITLE	8. DATE

C. AUTHORIZING OFFICIAL OF GOVERNMENTAL UNIT - Mayor, City Council Member, County Commissioner

1. NAME (FIRST, MI, LAST)	2. EMAIL	
3. ADDRESS (Street, City, State, Zip)	4. PHONE	5. FAX
6. SIGNATURE	7. TITLE	8. DATE

D. APPROVAL (FOR COUNCIL USE ONLY)

DATE	NAME - TITLE	SIGNATURE
9/1/2006	Jason Hutchens Chief Deputy Director, ICJI	

*Governor's Council on Impaired and Dangerous Driving
FFY 2007 Grant Application*

Narrative Section

GRANT OBJECTIVES

*Governor's Council on Impaired and Dangerous Driving
FFY 2007 Grant Application*

Narrative Section

PROBLEM IDENTIFICATION STATEMENT

*Governor's Council on Impaired and Dangerous Driving
FFY 2007 Grant Application*

Narrative Section

GRANT GOALS AND ACTIVITIES

PROJECT TITLE:

APPLICANT:

15. BUDGET DETAIL	STATE OR FEDERAL SHARE					MATCH	
COST CATEGORY	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	Total	Local	State
Personal Services							
Contractual Services							
Direct Cost							
Indirect Cost							
TOTAL							

PROJECT TITLE:	APPLICANT:
-----------------------	-------------------

16. BUDGET SUMMARY

(FOR COUNCIL USE ONLY)

A. COST CATEGORY	AMOUNT	B. SOURCE OF FUNDS	TOTAL
PERSONNEL SERVICES		FEDERAL	\$
CONTRACTUAL SERVICES		STATE	\$
DIRECT COSTS		LOCAL	\$
EQUIPMENT		TOTAL FUNDS	\$
INDIRECT COSTS			
TOTAL BUDGET REQUEST			

BUDGET SUMMARY/EXPENDED FUNDS (FOR COUNCIL USE ONLY)

A. COST CATEGORY	AMOUNT	B. SOURCE OF FUNDS	TOTAL
PERSONNEL SERVICES	\$	FEDERAL	\$
CONTRACTUAL SERVICES	\$	STATE	\$
DIRECT COSTS	\$	LOCAL	\$
EQUIPMENT	\$	TOTAL FUNDS	\$
INDIRECT COSTS	\$		
TOTAL BUDGET REQUEST	\$		

*Governor's Council on Impaired and Dangerous Driving
FFY 2007 Grant Application*

Narrative Section

Budget Line Item Detail

*Governor's Council on Impaired and Dangerous Driving
FFY 2007 Grant Application*

Narrative Section

CONTINUATION AND COST ASSUMPTIONS

FY2007 Project Coordinator Info



County _____

Department _____

Rank/Title _____

Name _____

Dept mailing address _____

City _____

ZIP Code _____

Phone _____

Fax _____

Cell phone _____

Pager _____

Email _____

Web site _____

Agency Head Title _____

Agency Head Name _____

Date: _____

North Central	Northwest	North East	West Central	East Central	South West	South East
Phil Oliver	Jeanette Bennet	Lance Grubbs	Larry Woods	Chris Mally	Andrea Olson	John Mull
317-371-4146 Cell	Cell	574-453-7305 Cell	765-792-0044 Cell	765-425-1106 Cell	812-305-3224 Cell	317-512-0396 Cell
594-664-5991 Fax	Fax	574-269-5151 Fax	765-342-0162 Fax	765-778-8484 Fax	812-867-9864 Fax	765-932-1866 Fax
lelnorthwest@yahoo.com	Email	lgrubbs@kconline.com	dulos130@scican.net	cmally23@insightbb.com	andandy@evansville.net	southeastel@cnz.com
CARROLL CASS CLINTON FULTON LAPORTE MARSHALL PORTER PULASKI STARKE WHITE	BENTON LAKE PORTER JASPER NEWTON WARREN VERMILLION TIPPECANOE FOUNTAIN PARKE MONTGOMERY	ADAMS ALLEN DEKALB ELKHART GRANT HUNTINGTON KOSCIUSKO LAGRANGE MIAMI NOBLE SAINT JOSEPH STEUBEN WABASH WELLS WHITLEY	BROWN CLAY GREENE HENDRICKS JACKSON LAWRENCE MONROE MORGAN OWEN PUTNAM SULLIVAN VIGO	BLACKFORD BOONE DELAWARE HAMILTON HANCOCK HENRY HOWARD JAY MADISON MARION RANDOLPH TIPTON WAYNE	CRAWFORD DAVISS DUBOIS FLOYD GIBSON HARRISON KNOX MARTIN ORANGE PERRY PIKE POSEY SPENCER VANDERBURGH WARRICK WASHINGTON	BARTHOLOMEW CLARK DEARBORN DECATUR FAYETTE FRANKLIN JEFFERSON JENNINGS JOHNSON OHIO RIPLEY RUSH SHELBY SCOTT SWITZERLAND UNION

2006 Occupant Protection Assessment Major Recommendations

Recommendation 1: Continue to conduct outreach and coordinate activities throughout the state to ensure a comprehensive OPC program for all children--including schools & daycares.

- Develop a flyer promoting Moving Kids Safely in Child Care.
- Make flyer available during community health fairs and conferences that Automotive Safety Program hosts as well as distribution to FSSA divisions & Head Start to promote training to child care providers.
- Add information about Moving Kids Safely in Child Care to www.preventinjury.org including the FAQ section.
- Teach curriculum to interested licensed child care facilities Assist course instructors and site administrators with coordination & training logistics.
- Invite school district personnel to sit on ASP's advisory board.
- Continue to promote Buckle Up Bug schedule Buckle Up Bug appearances at schools or YMCA at before and after care programs. Add costume reservation and availability calendar to website.
- Develop curriculum & presentation to be used to school audiences.
- Build relationships with Youth organizations to assist in promoting peer to peers CPS educational activities.

Recommendation 2: Conduct a comprehensive data-driven identification of OPC issues

- Research data sources from CATS, CDC, ISDH for profile of OPC issues and compile and analyze findings.
- Conduct observational survey of restraint use by child passengers in all 92 IN counties

Recommendation 3: Provide technical assistance to hospitals in the development of written CPS discharge policies, tolerance testing guidelines and access to CPS training for hospital staff.

- Promote resources (i.e. forms, research articles) to hospitals in developing CPS discharge policies and tolerance testing guidelines.
- Establish relationship and contact with Indiana with OB/NICU/SCN/Peds departments.
- Make Operation RN available to hospitals and advertise curriculum to hospitals with OB, nurseries, and peds departments.
- Facilitate tolerance testing guidelines in Indiana hospitals with NICU and SCN.

Recommendation 4: To protect the investment of resources expended to date in certification, focus on quality assurance, retention of currently certified technicians and recertification of technicians whose certification has expired.

- Begin evaluating ASP instructors using the Safe Kids instructor evaluation form.
- Define course expectations to students prior to the start of the training.
- Continue to conduct checks on the Indiana Sex Offender Registry for new applicants & technicians who are retaining certification or renewing certification.
- Continue ASP quarterly newsletter for technicians.
- Promote Mentor system for new technicians to shadow senior technicians or instructors during first 6 months of certification.
- Create a reward system to promote retention of instructors & technicians.
- Notify technicians of upcoming certification expiration and expired technicians of upcoming renewal courses by reminder postcards.

Recommendation 5: Utilize the National Safe Kids CPS Technician & Instructor database to strategically determine where courses are needed & to disseminate CPS updates & training opportunities.

- Map location of 32-hour NHTSA trainings and correspond to number of technicians in each county. Utilize 2000 Census data to determine counties having socio-economic need and high minority population to determine future training locations

Recommendation 6: Offer discipline-specific CPS awareness training using existing curricula (OpKids RN, OpKids LE, and Moving Kids Safely in Child Care). Participation in these short courses may encourage & energize individuals to take the 32-hr course to become technicians.

- Add information about OP Kids RN to www.preventinjury.org.
- Promote additional trainings during refresher and renewal trainings, advertisement in ASP quarterly newsletter, hospital newsletters as well as school districts and day cares.

Recommendation 7: Consider establishing minimum requirements for new technicians funded by ASP (number of checkup events worked annually). This information should be disseminated to the technician candidate & their agency prior to the training.

- Create course introductory letter, including "NHTSA Glossary of Terms" and relay expectations to student and supervisor via e-mail or written notice.
- Provide scholarships for technicians to attend NHTSA trainings.

Recommendation 8: Encourage increased year round enforcement of occupant restraint violations statewide, not just during enforcement campaigns

- Create tracking mechanism to provide information on how many child restraint violations are being written by county (or by agency).

Recommendation 9: Coordinate efforts to implement an age – appropriate educational program targeting tweens in order to continue the message of safe transportation for all child passengers.

- Develop a profile of Indiana tweens and their transportation practices through research data for children 8 -12 years old in Indiana and compile a report.
- Develop educational programs and media messages through the advice of focus groups targeting tweens.

Recommendation 10: Develop new approaches for targeting diverse populations.

- Target minority focused community events and develop media materials targeting the minority populations.
- Increase bilingual technicians and work with celebrities and community leaders, to improve the attendance at CPS educational programs for minorities.

2006 Occupant Protection Assessment Major Recommendations

Recommendation 1: Continue to conduct outreach and coordinate activities throughout the state to ensure a comprehensive OPC program for all children--including schools & daycares.

- Develop a flyer promoting Moving Kids Safely in Child Care.
- Make flyer available during community health fairs and conferences that Automotive Safety Program hosts as well as distribution to FSSA divisions & Head Start to promote training to child care providers.
- Add information about Moving Kids Safely in Child Care to www.preventinjury.org including the FAQ section.
- Teach curriculum to interested licensed child care facilities Assist course instructors and site administrators with coordination & training logistics.
- Invite school district personnel to sit on ASP's advisory board.
- Continue to promote Buckle Up Bug schedule Buckle Up Bug appearances at schools or YMCA at before and after care programs. Add costume reservation and availability calendar to website.
- Develop curriculum & presentation to be used to school audiences.
- Build relationships with Youth organizations to assist in promoting peer to peers CPS educational activities.

Recommendation 2: Conduct a comprehensive data-driven identification of OPC issues

- Research data sources from CATS, CDC, ISDH for profile of OPC issues and compile and analyze findings.
- Conduct observational survey of restraint use by child passengers in all 92 IN counties

Recommendation 3: Provide technical assistance to hospitals in the development of written CPS discharge policies, tolerance testing guidelines and access to CPS training for hospital staff.

- Promote resources (i.e. forms, research articles) to hospitals in developing CPS discharge policies and tolerance testing guidelines.
- Establish relationship and contact with Indiana with OB/NICU/SCN/Peds departments.
- Make Operation RN available to hospitals and advertise curriculum to hospitals with OB, nurseries, and peds departments.
- Facilitate tolerance testing guidelines in Indiana hospitals with NICU and SCN.

Recommendation 4: To protect the investment of resources expended to date in certification, focus on quality assurance, retention of currently certified technicians and recertification of technicians whose certification has expired.

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Operation Pull Over Blitz Schedule FY 2007

Submit Claim Voucher by October 10, 2006		Submit Claim Voucher by January 9, 2007		Submit Claim Voucher by April 20, 2007		Submit Claim Voucher by August 01, 2007	
Operation Pull Over Blitz 49		Operation Pull Over Blitz 50		Operation Pull Over Blitz 51		Operation Pull Over Blitz 52	
Seat Belts & DUI - Safe Family Travel		Seat Belts - National Child Passenger Safety Week Educate on booster seat law		Seat Belts - Click It or Ticket		Impaired Driving - You Drink & Drive You Lose	
Optional seat belt surveys 10/15 - 10/21				Mandatory seat belt surveys 4/22 - 4/28			
Awareness campaign 10/22 - 11/04		Awareness campaign 01/14 - 01/27		Awareness campaign 4/29 - 5/12		Awareness campaign 8/05 - 8/18	
Pre-enforcement media event 11/05 - 11/11		Pre-enforcement media event 01/28 - 02/03		Pre-enforcement media event 5/13 - 5/18		Pre-enforcement media event 8/19 - 8/24	
Enforcement period 11/12 - 11/25		Enforcement period 2/04 - 2/17		Enforcement period 5/18 - 6/03		Enforcement period 8/24 - 9/09	
Optional seat belt surveys; media release/event 11/26 - 12/02		Optional Media release/event 02/18 - 02/24		Optional seat belt surveys; media release/event 6/04 - 6/09		Media release/event 9/10 - 9/15	
Enter report into OPO database 12/05/06		Enter report into OPO database 2/28/07		Enter report into OPO database 6/13/06		Enter report into OPO database 9/19/06	

August 31, 2006

Mr. Donald J. McNamara
National Highway Traffic Safety Administration
Great Lakes Region
19900 Governor's Drive, Suite 201
Olympia Fields, Illinois, 60461

Dear Mr. McNamara:

As you are aware, every year in November, the Indiana Criminal Justice Institute and the Governor's Council on Impaired and Dangerous Driving holds a Law enforcement banquet to honor and reward those agencies in Indiana that participate in our programming and show successes in reducing fatalities and injuries on our highways.

As usual for this year, the Governor's Council on Impaired and Dangerous Driving is requesting permission to purchase (2) fully equipped Police vehicles to be given away as awards at this banquet. These vehicles will be given away to a police department and to a sheriff's department from the pool of award winners of the banquet in a raffle style drawing.

Thank you for your consideration of this request. We look forward to a rewarding year in highway safety in Indiana. We appreciate your support and the support of your staff in accomplishing our mutual goal of saving lives.

Sincerely,

Mr. Jason Hutchens
Chief Deputy Director
Indiana Criminal Justice Institute
1 North Capitol Avenue, Suite 1000
Indianapolis, Indiana 46204

Enclosures

cc: FHWA Division Office