

# State of Indiana FY 2015 Highway Safety Plan

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## Acronyms

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

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

## Traffic Safety Division Mission Statement

Helping to create safer Hoosier roadways at every turn.

### Executive Summary

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

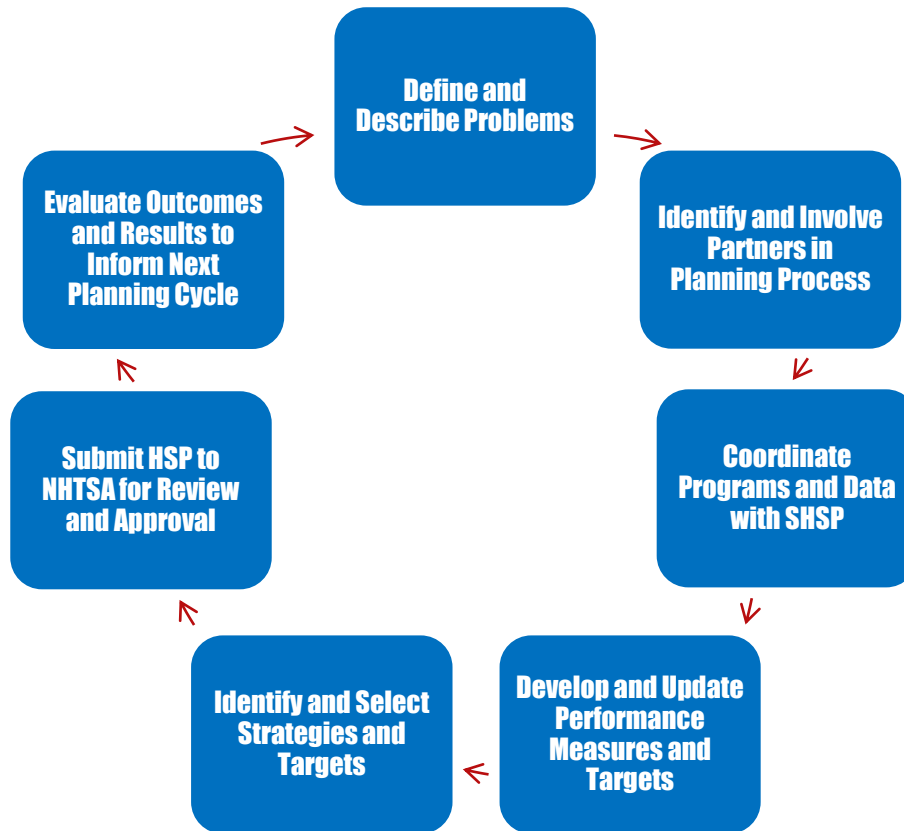
ICJI's traffic safety division is comprised of a director who coordinates the efforts of support staff, including an impaired driving program manager, motorcycle safety program manager/traffic records coordinator, traffic safety research associate, traffic services program manager, occupant protection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

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

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

## The Highway Safety Planning Process

Figure 1: The Highway Safety Planning Process Flowchart



### Problem Identification Process

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

### Data

#### AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM (ARIES)

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

#### INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE (PPI)

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

sheets for all 92 counties and a comprehensive crash fact book that contains statistics, trends, and maps of crashes that occur across the state. The data used for these publications are provided by ARIES but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link [in.gov/cji/2367.htm](http://in.gov/cji/2367.htm) on the ICJI website.

#### ODYSSEY CASE MANAGEMENT SYSTEM

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

#### PURDUE CENTER FOR ROAD SAFETY (CRS)

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

#### FATALITY ANALYSIS REPORTING SYSTEM (FARS)

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

#### OPERATION PULL OVER (OPO) DATABASE

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

#### ORACLE BUSINESS INTELLIGENCE ENTERPRISE EDITION (OBIEE) – INDOT ANSWERS

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

### ***Participants***

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

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

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

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

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

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

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### FY 2015 Indiana Core and Additional Performance Measures

Figure 2: FY 2015 Indiana Core and Additional Performance Measures

ANNUAL STATISTICS FOR TRAFFIC SAFETY PERFORMANCE MEASURES																				
Outcome Measure	Annual Figures							3 Year Average	Targets				Data Source							
	2006	2007	2008	2009	2010	2011	2012	2010-2012	2012 <sup>^</sup>	2013	2014	2015								
C-1	Traffic Fatalities							902	898	820	693	754	751	779	761	722	746	731	717	FARS
C-2	Incapacitating Injuries							3,807	3,661	3,382	3,179	3,443	3,405	3,810	3,553	3,357	3,482	3,412	3,344	PPI
C-3	Fatalities Per 100 Million Vehicle Miles Traveled							1.27	1.23	1.11	0.90	1.00	0.98	0.99	0.99	1.05* <sup>^</sup>	1.03* <sup>^</sup>	1.02* <sup>^</sup>	1.01 <sup>^^</sup>	FARS
C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)							309	291	267	206	208	192	214	205	187	201	197	193	FARS
C-5	Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above							245	224	206	207	194	207	228	210	---	205	201	197	FARS
C-6	Speeding-Related Fatalities							195	199	250	174	190	153	185	176	138	172	169	166	FARS
C-7	Total Motorcycle Fatalities							110	122	131	111	111	118	152	127	108	124	122	120	FARS
C-8	Unhelmeted Motorcycle Fatalities							81	95	95	84	88	95	116	100	84	98	96	94	FARS
C-9	Drivers Aged 20 and Under Involved in Fatal Crashes							180	157	147	116	125	100	130	118	112	116	114	111	FARS
C-10	Pedestrian Fatalities							73	59	54	50	62	62	59	61	59	60	59	57	FARS
B-1	Observed Seatbelt Usage Rate (%)							84.3	87.9	91.2	92.6	92.4	93.2	93.6	93.1	86* <sup>^</sup>	86* <sup>^</sup>	87* <sup>^</sup>	88 <sup>^^</sup>	CRS
12	*Number of Seat Belt Citations During Grant Funded Enforcement							68,968	72,115	108,956	113,577	105,746	99,077	82,961	95,928	-	-	-	-	OPO
13	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement							8,137	6,947	8,157	8,975	8,257	7,907	7,950	8,038	-	-	-	-	OPO
14	*Number of Speeding Citations and Arrests During Grant Funded Enforcement							18,003	18,282	66,394	100,230	107,151	86,702	56,181	83,345	-	-	-	-	OPO
15	Fatalities Per 100 Million Vehicle Miles Traveled - Rural							1.47	1.77	1.80	1.46	1.67	1.66	1.77	1.70	1.66**	1.67	1.63	1.60	FARS
16	Fatalities Per 100 Million Vehicle Miles Traveled - Urban							1.05	0.81	0.65	0.57	0.59	0.57	0.52	0.56	0.68**	0.55	0.54	0.53	FARS
17	Motorcycle Fatalities per 100k Registrations							74.55	82.69	63.91	54.15	54.15	57.73	68.13	60.00	63* <sup>^</sup>	63* <sup>^</sup>	62* <sup>^</sup>	61 <sup>^^</sup>	FARS
18	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled							0.34	0.31	0.28	0.27	0.26	0.27	0.29	0.27	0.36* <sup>^</sup>	0.36* <sup>^</sup>	0.36* <sup>^</sup>	0.35 <sup>^^</sup>	FARS
19	Children Aged 15 and Under Killed in Traffic Collisions							48	49	47	35	33	38	30	34	30	33	32	32	PPI
20	Bicyclists and Other Cyclists Fatalities							21	15	18	7	13	11	15	13	13	13	12	12	FARS

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

\* Denotes a federal fiscal year statistic

<sup>^</sup> 2012 targets taken from FY 2012 HSP unless otherwise noted

\*\* Targets not previously calculated; Figures reflect 2006-2012 mean

\*<sup>^</sup> U.S. Department of Transportation national targets current as of July 18, 2013

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

<sup>^\*</sup> 2012 target is not applicable as it was not determined using NHTSA data

2013-2015 targets calculated as a 2% reduction from most recent 3 year average and then each preceding year's target unless otherwise noted

Below is a revised version of the data table NHTSA provides in the Traffic Safety Facts Indiana 2008-2012 report. This version includes a seven year data span instead of the five year data span provided by the NHTSA version. Cell color is based on the numeric range of each specific measure. The highest value for each measure is denoted in red with the lowest value in green. Values between the high and low values are reflected with a gradient of orange, yellow, and light green.

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

NHTSA Traffic Safety Performance (Core Outcome) Measures* For Indiana													
Core Outcome Measures		Annual Figures						3-Year Moving Average					
		2006	2007	2008	2009	2010	2011	2012	2006-2008	2007-2009	2008-2010	2009-2011	2010-2012
Traffic Fatalities	Total	902	898	820	693	754	751	779	873	804	756	733	761
	Rural	539	569	530	418	474	477	522	546	506	474	456	491
	Urban	363	329	290	275	280	274	257	327	298	282	276	270
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total	1.27	1.23	1.11	0.90	1.00	0.98	0.99	1.20	1.08	1.00	0.96	0.99
	Rural	1.47	1.77	1.80	1.46	1.67	1.66	1.77	1.68	1.68	1.64	1.60	1.70
	Urban	1.05	0.81	0.65	0.57	0.59	0.57	0.52	0.84	0.68	0.60	0.58	0.56
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	664	668	593	500	547	516	516	642	587	547	521	526
	Restrained	263	293	266	239	261	252	247	274	266	255	251	253
	Unrestrained	309	291	267	206	208	192	214	289	255	227	202	205
	Unknown	92	84	60	55	78	72	55	79	66	64	68	68
Alcohol-Impaired Driving Fatalities (BAC=.08+)**		245	224	206	207	194	207	228	225	212	202	203	210
Speeding-Related Fatalities		195	199	250	174	190	153	185	215	208	205	172	176
Motorcycle Fatalities	Total	110	122	131	111	111	118	152	121	121	118	113	127
	Helmeted	20	23	31	21	18	19	30	25	25	23	19	22
	Unhelmeted	81	95	95	84	88	95	116	90	91	89	89	100
	Unknown	9	4	5	6	5	4	6	6	5	5	5	5
Drivers Involved in Fatal Crashes	Total	1,251	1,238	1,126	991	1,091	1,043	1,107	1,205	1,118	1,069	1,042	1,080
	Aged 20 and Under	180	157	147	116	125	100	130	161	140	129	114	118
	Aged Under 21	180	157	147	116	125	100	130	161	140	129	114	118
	Aged 21 and Over	1,061	1,074	969	866	957	928	961	1,035	970	931	917	949
	Unknown Age	10	7	10	9	9	15	16	9	9	9	11	13
Pedestrian Fatalities		73	59	54	50	62	62	59	62	54	55	58	61

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

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

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

### *State Demographics*

Indiana consists of 92 counties and has an estimated 2013 population of 6,570,902<sup>1</sup>. Sixty-two percent of the population is between the ages of 18 and 64. Indiana residents are 86.6 percent white, 9.4 percent black, and 6.3 percent identify as Hispanic or Latino. Persons under 5 years old, under 18 years old, and 65 years old and over made up 6.5 percent, 24.3 percent, and 13.6 percent, respectively, of the population. In 2013 there were 7.1 million registered vehicles on Indiana roads. Indiana has 12,000 miles of Interstate, U.S. and State Routes, and 66,000 miles of county roadways. In total, Indiana roadways have 97,288 centerline miles and 203,080 lane-miles.

## FY 2015 Evidence-Based Traffic Safety Enforcement Plan Summary

Prior to awarding any grant funds in FY 2015 to subgrantees, a thorough data review of current data resources and reports as well as forthcoming data resources will be undertaken. This review will occur between the submission date of the HSP and the awarding of funds. ICJI staff will be receiving the most recent and up-to-date data, reports, and analysis during this time. The specific resources to be used and the information provided outlined below.

Indiana University's Public Policy Institute (PPI) provides ICJI with annual briefs and data analysis on collisions regarding trucks, motorcycles, young drivers, children, occupant protection, alcohol, dangerous driving, county profiles for all 92 Indiana counties, and a comprehensive Indiana Crash Facts report utilizing the Indiana State Police ARIES data. Additionally, in June 2014, ICJI requested a county by county dataset across more than 30 variables. These documents and data provide category-specific analysis including highlighted age groups, limited time and spatial analysis, and cross tabulations for injury level.

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

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

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

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

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

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<sup>1</sup>United State Census Bureau, State & County QuickFacts. Retrieved May 20, 2014 from [quickfacts.census.gov/qfd/states/18000.html](http://quickfacts.census.gov/qfd/states/18000.html).

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

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

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

## Data Analysis and Target Setting

During development of the FY 2015 HSP, ICJI, and INDOT met to discuss the proposed targets and methodology. INDOT staff is responsible for the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP). ICJI and INDOT were in constant contact during the development of the FY 2015 HSP. As part of this coordination, INDOT and ICJI agreed to use serious injury (FHWA) and incapacitating injury (FARS) interchangeability and defined as:

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

INDOT will use serious injury in the SHSP and HSIP while ICJI will use incapacitating injury in the FY 2015 HSP.

In addition to the data and targets discussed below, ICJI requested county-level data for 2011, 2012, and 2013 across approximately 30 variables from PPI to determine traffic safety areas of concern at the county level. Utilizing and analyzing these data, ICJI will determine the counties and regions of the state requiring additional traffic safety activities and enforcement. These data will assist ICJI in identifying the traffic safety partners able to provide the largest impact on Indiana roadways.

After identifying FY 2015 performance measures, ICJI used a hierarchical approach to set targets. Where the U.S. Department of Transportation (DOT) performance measures and targets include measures ICJI identified for FY 2015 programming, the DOT measures and targets are used as Indiana’s goals. For measures without a DOT target, Indiana determined FY 2015 short-term (one year) and long-term (three year) goals utilizing data from the last seven years (2006-2012).

Projections for two percent, four percent, and six percent reductions for each year 2013 through 2015 were calculated based on linear trend projections, 2012 figures, the seven-year mean, and the most recent three-year mean (2010-2012) to arrive at the most suitable and uniform approach for all measures. ICJI determined a two percent reduction from the most recent three-year mean (2010-2012) for 2013 was the appropriate method. The two percent reduction from the previous year’s target was also applied to 2014 and 2015. An example of the calculation is provided:

Figure 4: Target Calculation Example

Outcome Measure		Annual Figures							3 Year Average	Targets			
		2006	2007	2008	2009	2010	2011	2012	2010-2012	2012^	2013	2014	2015
C-1	Traffic Fatalities	902	898	820	693	754	751	779	761	722	746	731	717

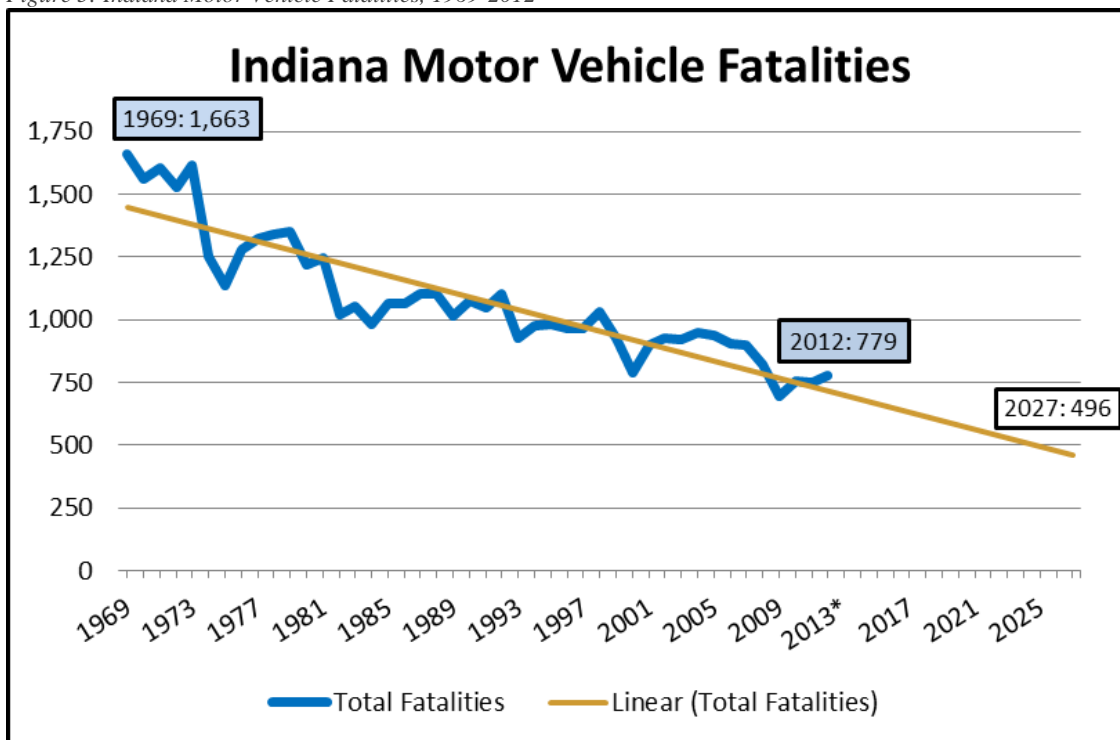
2013 Target      2014 Target      2015 Target

Most recent 3 year average = **761** - (761 x 2%) = **746** - (746 x 2%) = **731** - (731 x 2%) = **717**

## Fatalities

In 2007, the American Association of State Highway Transportation Officials (AASHTO) established the goal of reducing the national number of traffic fatalities by 50 percent over the next 20 years by seeking an annual reduction of 1,000 deaths per year. Since 1969, when Indiana traffic fatalities accounted for

Figure 5: Indiana Motor Vehicle Fatalities, 1969-2012



Source: FARS

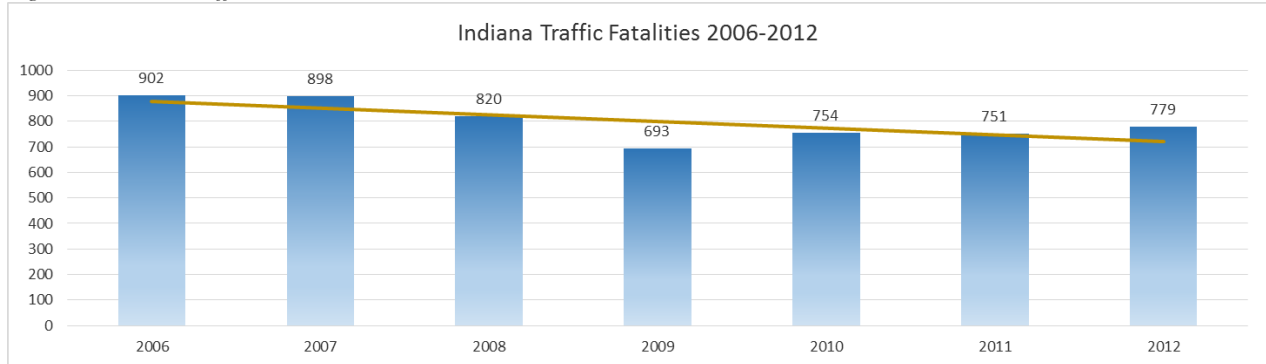
three percent of all traffic fatalities, Indiana’s portion of traffic deaths has decreased to two percent, at an approximate rate of 20 fewer deaths annually. To fulfill Indiana’s portion of the national goal, the reduction rate of approximately 19 fewer traffic fatalities each year must continue during this 20-year period. Indiana has adopted this goal to reduce the number of traffic fatalities to 496 by 2027.

### PROBLEM IDENTIFICATION

Traffic fatalities are on a general downward trend from 2006 through 2012. During this time, annual fatalities ranged from a high of 902 in 2006 to a low of 693 in 2009. There was a nearly four percent increase from 2011 to 2012. The seven-year mean for fatalities is 800. While fatalities per 100 million vehicle miles traveled (MVMT) for urban areas has decreased by 50 percent since 2006, there has been an increase in rural areas of 20 percent over the same time. Overall fatalities per 100 MVMT is down 22 percent from 2006. Males accounted for 72.6 percent of all crash fatalities. Persons aged 17-26 accounted for the 24.4 percent of all traffic fatalities; the largest portion of any 10 year age range.

“Failure to yield”, “Left of center”, or “Ran off road” as the primary collision factor accounted for 54.2 percent of all fatal collisions. Only 22.2 percent (20) of Indiana counties accounted for 51.9 percent of Indiana traffic fatalities. Lastly, the largest portion (31.8 percent) of fatal collisions occurred between 12:00 pm and 5:59 pm.

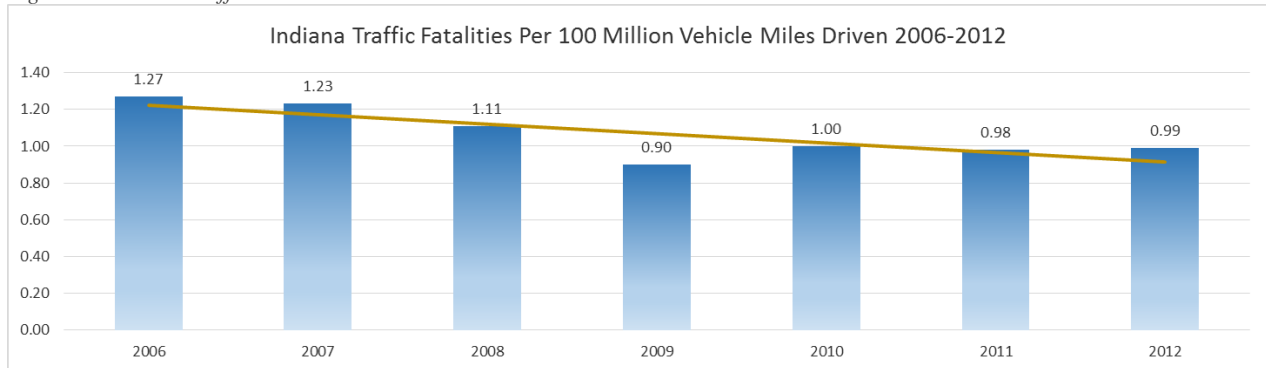
Figure 6: Indiana Traffic Fatalities 2006-2012



Source: FARS

Over the past seven years, there was a 13.6 percent decrease in traffic fatalities in Indiana. Despite a 12.4 percent increase in fatalities from 2009 to 2010 and a 3.7 percent increase from 2011 to 2012, there continues to be a slight downward trend in traffic fatalities.

Figure 7: Indiana Traffic Fatalities Per 100 Million Vehicle Miles Driven



Source: FARS

**CONTINUED ON NEXT PAGE**

**Performance Measures and Targets:**

Outcome Measure	Annual Figures							3 Year Average	Targets				Data Source
	2006	2007	2008	2009	2010	2011	2012	2010-2012	2012 <sup>^</sup>	2013	2014	2015	
C-1 <i>Traffic Fatalities</i>	902	898	820	693	754	751	779	761	722	746	731	717	FARS
C-3 <i>Fatalities Per 100 Million Vehicle Miles Driven</i>	1.27	1.23	1.11	0.90	1.00	0.98	0.99	0.99	1.05 <sup>^</sup>	1.03 <sup>^</sup>	1.02 <sup>^</sup>	1.01 <sup>^</sup>	FARS
C-6 <i>Speeding-Related Fatalities</i>	195	199	250	174	190	153	185	176	138	172	169	166	FARS
14 <i>*Number of Speeding Citations and Arrests During Grant Funded Enforcement</i>	18,003	18,282	66,394	100,230	107,151	86,702	56,181	83,345	-	-	-	-	OPO
15 <i>Fatalities Per 100 Million Vehicle Miles Traveled - Rural</i>	1.47	1.77	1.80	1.46	1.67	1.66	1.77	1.70	1.66 <sup>**</sup>	1.67	1.63	1.60	FARS
16 <i>Fatalities Per 100 Million Vehicle Miles Traveled - Urban</i>	1.05	0.81	0.65	0.57	0.59	0.57	0.52	0.56	0.68 <sup>**</sup>	0.55	0.54	0.53	FARS

See Figure 2 on page 9 for notations

*Law Enforcement Liaisons (LELs)*

**Project Number:** CP-2015-01-00-00

**Project Title:** Community Traffic Safety Partners (Law Enforcement Liaisons)

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

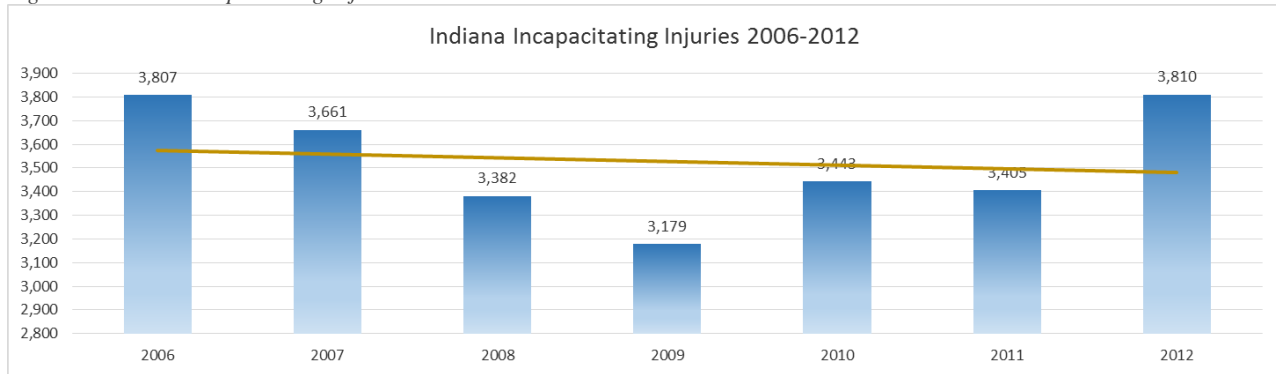
This program provides funds for the salaries of six regional LELs. Each LEL develops their own traffic safety plan for the assigned region. LELs are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their assigned agencies with coordinating media events during three blitz periods (discussed later) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and equipment required to complete the duties as assigned. Assigned program manager will provide oversight and monitoring of this project.

**Budget:** \$465,000

*Incapacitating Injuries*

There is essentially no change in the number of incapacitating injuries from 2006, compared with 2012. The mean number of incapacitating injuries from 2007 through 2011 is 3,414. Thus, the overall trend for incapacitating injuries is downward. In both 2006 and 2012, years which bookend the latest seven year period, a jump of approximately 3,800 incapacitating injuries was experienced. Since a seven-year low of 3,179 in 2009, the number of incapacitating injuries has increased by nearly 20 percent through 2012.

Figure 8: Indiana Incapacitating Injuries 2006-2012



Source: ARIES

**Performance Measure and Targets:**

Outcome Measure	Annual Figures							3 Year Average 2010-2012	Targets				Data Source
	2006	2007	2008	2009	2010	2011	2012		2012 <sup>a</sup>	2013	2014	2015	
C-2 <i>Incapacitating Injuries</i>	3,807	3,661	3,382	3,179	3,443	3,405	3,810	3,553	3,357	3,482	3,412	3,344	PPI

See Figure 2 on page 9 for notations

*Dangerous Roadways***Project Number: M6OT-2015-03-00-00****Project Title: Operation Centipede (5 percent report)**

**Description:** The project funds additional enforcement efforts for the most dangerous roadways in Indiana. Data was provided by Purdue University's Center for Road Safety (CRS) and encompasses annual collision data for 2010 through 2012. After acquiring additional data from CRS, 54 segments or intersections in 19 counties accounting for 418 alcohol-related collisions were identified. Operation Centipede will focus enforcement on these locations. Law enforcement agencies responsible for these segments and intersections will be identified and funding provided for additional enforcement with an emphasis on impaired driving violators. Law enforcement officers will also be asked to emphasize impaired motorcyclist enforcement. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$500,000**

Figure 9: Law Enforcement Liaisons and Operation Centipede

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

**Highway Safety Plan Programs***Occupant Protection***PROBLEM IDENTIFICATION**

The 2012 observational seat belt survey results show more than 95 percent of occupants in passenger cars wear their seat belts. Indiana's passenger vehicle seat belt usage rate increased from a low of 62.1 percent, in 2000, to 93.6 percent in 2012. From 2011 to 2012, there was approximately a two percent increase in



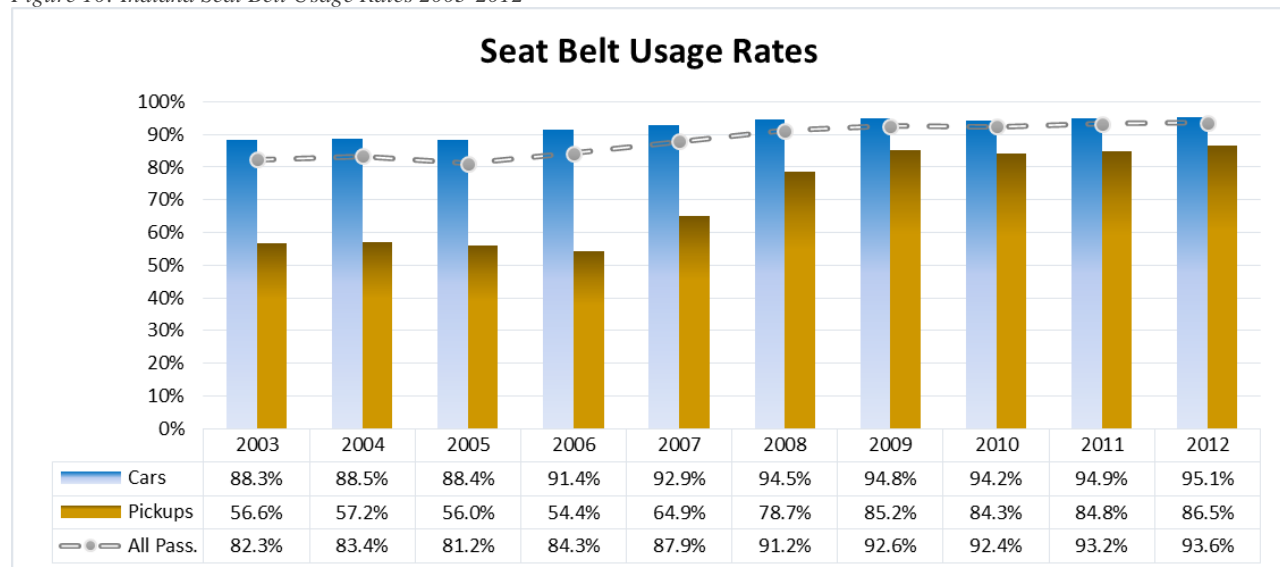
pickup occupant seat belt usage from 84.8 percent to 86.5 percent. This was a major factor in the overall increase in seat belt usage.

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. The risk of incapacitating injury was greater for all unrestrained passengers. In 2012, approximately 52 percent of drivers killed were not properly restrained and approximately 51 percent of individuals killed in the front passenger seat were not properly restrained. Unrestrained driver seat occupants were 4.4 times more likely to suffer incapacitating injuries than those restrained in the same position. Likewise, unrestrained passenger vehicle occupants in the farthest back (third row) position were 3.2 times more likely to suffer incapacitating injuries than those restrained in the same position.<sup>2</sup>

While ICJI seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. Data shows of those killed in 2012 collisions, restraint use was lowest in the 16 to 20, 21 to 24, and 35 to 44 age groups. In the same age group, males are more likely than females to be unrestrained. Additionally, males ages 8-15 represent the highest proportion of unrestrained vehicle occupants in a collision from each year 2008-2012. Seat belt usage rates for all persons involved in collisions were lower in less densely populated locales, or exurban and rural, than in urban and suburban areas. It also appears there are lower seat belt rates in southwestern counties than in other parts of the state.<sup>3</sup> Please note the definitions for population locales (rural, urban, suburban, exurban) used here are taken from the U.S. Census Bureau and utilized in PPI fact sheets. Therefore, rural and urban are defined differently in these specific references than NHSTA standards. Restraint use is the lowest between 12 am and 5 am.

Compared with 2006, 2012 saw a nearly 31 percent decrease in the number of unrestrained passenger vehicle occupant fatalities. After a seven-year low of 192 unrestrained fatalities in 2011, the number increased 11 percent to 214 in 2012. The seven-year mean for unrestrained passenger vehicle occupant fatalities is 241. Since 2006, there has been a five percent average annual decrease in the number of unrestrained passenger vehicle occupant fatalities.

Figure 10: Indiana Seat Belt Usage Rates 2003-2012



Source: CRS

<sup>2</sup> Sapp, Dona. (2013). *Indiana Traffic Safety Facts: Occupant Protection, 2012 data*. Indiana University Public Policy Institute.

<sup>3</sup> Ibid.

**Performance Measures and Targets:**

Outcome Measure		Annual Figures							3 Year Average 2010-2012	Targets				Data Source
		2006	2007	2008	2009	2010	2011	2012		2012^	2013	2014	2015	
C-4	<i>Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)</i>	309	291	267	206	208	192	214	205	187	201	197	193	FARS
C-9	<i>Drivers Aged 20 and Under Involved in Fatal Crashes</i>	180	157	147	116	125	100	130	118	112	116	114	111	FARS
B-1	<i>Observed Seatbelt Usage Rate (%)</i>	84.3	87.9	91.2	92.6	92.4	93.2	93.6	93.1	86*^	86*^	87*^	88*^	FARS
12	<i>*Number of Seat Belt Citations During Grant Funded Enforcement</i>	68,968	72,115	108,956	113,577	105,746	99,077	82,961	95,928	-	-	-	-	OPO
19	<i>Children Aged 15 and Under Killed in Traffic Collisions</i>	48	49	47	35	33	38	30	34	30	33	32	32	PPI

See Figure 2 on page 9 for notations

**Project Number: OP-2015-01-00-00**

**Project Title: Program Management**

**Description:** This project provides funds for the occupant protection program manager to coordinate and oversee the occupant protection initiative. Program manager responsibilities include monitoring sub-grantee compliance and performance, promoting education, and enforcement of occupant protection laws. Funds are used for the program manager’s salary, benefits, and travel costs to conferences and trainings.

**Budget: \$65,000**

**Project Number: OP-2015-02-00-00**

**Project Title: Operation Pull Over (OPO) Enforcement**

**Description:** ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during three blitz periods throughout the year and additional enforcement as needed. Historically, Indiana has conducted four blitz periods. The move to three blitzes is based on LEL and local law enforcement agency feedback and internal discussions. This will allow local law enforcement agencies with more flexibility with awarded funds. Beginning in FY 2015, the three blitz approach will require local law enforcement agencies to identify events in their communities requiring high visibility enforcement. Eligibility of events and enforcement techniques will be scrutinized and approved by program manager prior to funding.

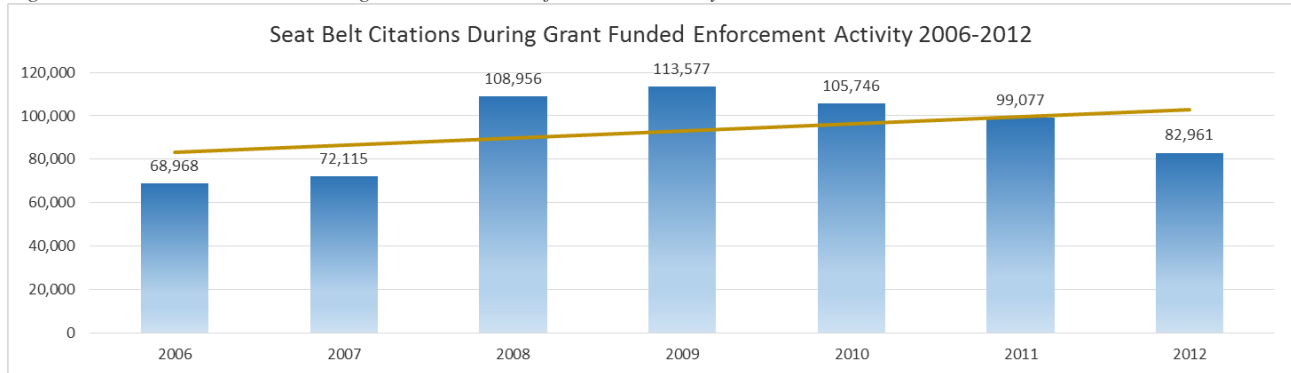
This is Indiana’s primary seat belt enforcement program. All OPO participating agencies must work both national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) and a statewide blitz in November. At least 15 percent of grant funds must be spent per blitz, for a total of 45 percent being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

All grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.). Sub-grantees are required to report fiscally and programmatically on a quarterly basis in the Egrants system. They also are required to report all enforcement within 15 days of the end of the enforcement in ICJI’s OPO database. Seat belts remain the top priority but applicants can request funding to address other high risk driving behaviors should their local data indicate a need for funding.

Programs that receive DUI Task Force funding must use those funds for impaired driving patrols and should not use OPO funds for additional DUI patrols. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$2,282,830**

Figure 11: Seat Belt Citations During Grant Funded Enforcement Activity 2006-2012



Source: OPO Database

**Project Number: MIX-2015-03-00-00**

**Project Title: Rural Demonstration Project**

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

**Budget: \$70,000**

**Project Number: PT-2015-04-00-00 and M6OT-2015-01-00-00**

**Project Title: Indiana State Police**

**Description:** Funding is provided to ISP to enforce all traffic safety laws. Officers conduct saturation patrols and sobriety checkpoints to combat dangerous driving, seat belt violations, and impaired driving. While not possible for FY 2015, ICJI is moving toward being able to identify the number and/or frequency of sobriety checkpoints prior to the start of the grant period for FY 2016. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of six separate projects:

- Combined Accident Reduction Effort (CARE)
  - Targets peak holiday travel periods on major roadways.
- Rural Demonstration Project (RDP)
  - Targets occupant protection violations.
- Operation Pull Over (OPO)
  - Targets occupant protection violations, impaired and/or aggressive driving.
- Statewide Driving Under the Influence Enforcement Project (DUIEP)
  - Targets impaired driving.

- Selective Traffic Enforcement Project (STEP)
  - Targets all crash causation violations on all roads, except interstates.
- Motorcycle Unit Patrol (MUP)
  - Targets primary speed violations occurring on high-traffic roads.

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

**Budget: \$1,166,000**

## Teen Driving and Children

### PROBLEM IDENTIFICATION

In 2012, drivers ages 18 to 20 had the highest involvement in fatal collisions per 10,000 licensed of any age group. Drivers ages 16-20 also suffered from the highest rate of drivers killed per 10,000 licensed.<sup>4</sup> All persons involved in collisions involving a young driver, defined as 15-20, saw an increase of 14.3 percent in the number of fatal injuries and a 16.1 percent increase in the number of incapacitating injuries. Of the young drivers tested, 24.6 percent involved in fatal collisions and 83.1 percent involved in non-fatal collisions tested positive for alcohol.<sup>5</sup> The highest number of collisions causing injury involving a teen driver for any 6 hour period occurred between 1200 and 1759 (30.6 percent). The worst 14 percent (13) of counties for teen driving collisions with injury accounted for 51.6 percent of all teen driving collisions with injury. The top two actions listed as the primary factor in these collisions were "Failure to yield right of way" (21.2 percent) and "Following too closely" (20.6 percent) which accounted for 41.8 percent of all teen driver collisions.

In 2012, there was an overall increase of 1.5 percent in the number of children injured in traffic collisions. As a motor vehicle occupant, children saw a 38.2 percent increase in the number of incapacitating injuries. Of unrestrained children involved in a collision, 12.9 percent suffered an incapacitating injury.<sup>6</sup> Children ages 4 to 7 (87.8 percent) and 8-15 (82.1 percent) had the lowest restraint use rate of any age group for individuals involved in collisions.<sup>7</sup> Only 10 counties account for over half (51.9 percent) of collisions where children were injured. Over half (51.3 percent) of collisions involving children with injury occurred in the 6 hour segment of 1200-1759. "Failure to yield right of way", "Following too closely", or "Disregard signal/reg sign" were listed as the primary factor in 56.3 percent of these collisions.

**Project Number: M6X-2015-01-00-00**

**Project Title: Program Management**

**Description:** This project funds a program manager to oversee the LEL, ASP, Excise Police, Indiana SADD, pedestrian, pedalcyclist, and teen driver programs. Salary, benefits, and travel costs will be paid for by this project.

**Budget: \$65,000**

<sup>4</sup> *Indiana Crash Facts, 2012*. (2013). Indiana University Public Policy Institute.

<sup>5</sup> Newby, Bill. (2013). *Indiana Traffic Safety Facts: Young Drivers, 2012*. Indiana University Public Policy Institute.

<sup>6</sup> Sapp, Dona and Thelin, Rachel. *Indiana Traffic Safety Facts: Children, 2012*. Indiana University Public Policy Institute.

<sup>7</sup> Sapp, Dona. (2013). *Indiana Traffic Safety Facts: Occupant Protection, 2012*. Indiana University Public Policy Institute.

**Project Number: M6X-2015-07-00-00****Project Title: SADD - Teen Traffic Safety**

**Description:** A primary method for Indiana to address the number of teens killed and injured in teen driving crashes is through the statewide Students Against Destructive Decisions (SADD) program. Indiana SADD receives grant funds from ICJI to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle and high schools. SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speeds, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle and high schools where peer-to-peer training occurs to create local teen traffic safety advocates. Funds are also used to pay for travel and equipment costs for training and activities at more than 150 schools throughout the state. Equipment costs may include but are not limited to hands on teaching aids such as the texting and driving simulator, seat belt convincer or seat belt challenge. Assigned program manager will provide oversight and monitoring of this project.

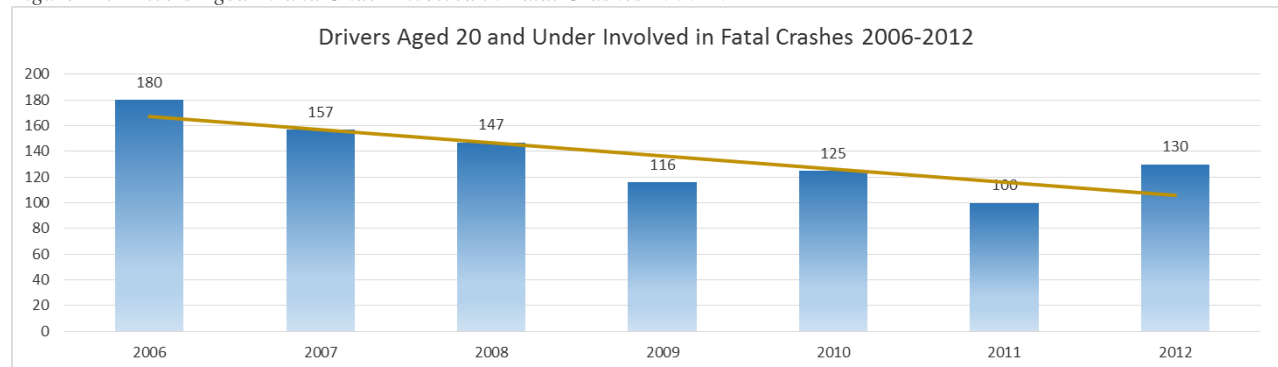
**Budget: \$150,000**

**Project Number: No federal project number due to State Farm funding****Project Title: Rule the Road – Teen Traffic Safety**

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

**Budget: \$20,000 (State Farm)**

Figure 12: Drivers Aged 20 and Under Involved in Fatal Crashes 2006-2012



Source: FARS

**Project Number: M6X-2015-06-00-00****Project Title: Underage Drinking - Teen Traffic Safety**

**Description:** ICJI provides grant funding to the Indiana Excise Police as a separate project to address underage drinking. The Indiana Excise Police's alcohol countermeasure programs are aimed at underage alcohol consumption and impaired driving. Coordinating the Cops in Shops (CIS), Stop Underage Drinking and Sales (SUDS), and bartender programs, the excise police take a proactive approach to reducing the sale of alcoholic beverages to persons under 21 and over-serving those who may drive impaired. This project also funds overtime enforcement during increased visibility patrols at concerts and tailgating events. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$220,000**

**Project Number: M1X-2015-01-00-00****Project Title: Children less than 15 years of age as unrestrained passenger vehicle occupant fatalities**

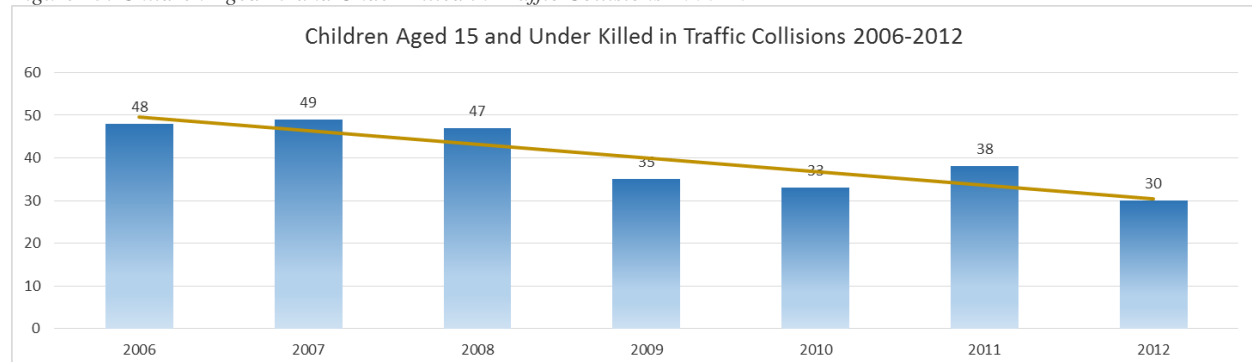
**Description:** ICJI provides funding to Indiana University's Automotive Safety Program (ASP). ASP utilizes grant funds to reduce the number of children (under 15 years) who could be seriously injured or killed in a motor vehicle crash. The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practices. This is accomplished through:

- NHTSA child safety seat technician and instructor trainings for law enforcement and other qualified individuals.
- A statewide permanent fitting station (PFS) network of certified child passenger safety technicians who educate, provide car seats (when appropriate), and advocate for child occupant protection. More than 110 PFSs are located throughout Indiana. They are strategically placed to serve a large portion of the population while concentrating on underserved areas (see *Attachment 1: Occupant Protection* for a list of Indiana counties with a PFS).
- Child Passenger Safety (CPS) refresher courses for technicians and instructors.
- Statewide outreach on properly restraining children to non-English speaking populations.
- Car seat distribution programs through law enforcement initiatives, the PFS network, car seat inspection clinics, and other venues focused on providing car seats to those in need.
- SAFE KIDS Indiana supports a network of coalitions and chapters across the state. They are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.
- Trainings regarding the transportation of children with special health care needs.

Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$850,000**

Figure 13: Children Aged 15 and Under Killed in Traffic Collisions 2006-2012



Source: PPI

## Pedestrians and Bicyclists

### PROBLEM IDENTIFICATION

In 2012, there were 2,868 pedestrians and bicyclists involved in collisions. Combined, these groups saw a small increase (0.8 percent) increase in the number of person involved in collisions. Likely due to the continual increase in the number of bicyclists and bicycle-friendly areas across the state, bicyclists were involved in 17 percent more collisions in 2012. Since they are the most vulnerable group, pedestrians suffered the highest fatality rate of the groups analyzed at 36.6 fatalities per 1,000 involved.<sup>8</sup>

Construction workers had the highest fatality rate (14.3 percent) among non-motorists and individuals “crossing not at [an] intersection” accounted for nearly 25 percent of all pedestrian fatalities in 2012. The average age of pedestrians and bicyclists involved in vehicle collisions was 32 and 42.7 percent of collisions involving pedestrians and bicyclists occurred during the 6 hour segment 1200-1759. Only 6 (7 percent) of Indiana’s 92 counties account for over half (51.5 percent) of pedestrian and bicyclist collisions. “Failure to yield right of way” and “Pedestrian action” were noted as the primary factor in 57.6 percent of these collisions.

#### **Project Number: M1X-2015-02-00-00**

#### **Project Title: Pedestrian Fatalities/Bicyclists and Other Cyclists Fatalities**

**Description:** In FY 2015 ICJI will continue forward with the Innovative Traffic Safety program. Issues regarding pedestrians and cyclists are diverse and impact communities differently. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs. Programs that are deemed effective will be posted to ICJI website as a “Best Practice”. The information will be made available to other communities across the state to use for problems that may be similar in their areas.

In FY 2014, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combined education and enforcement. ICJI will review these pilot projects in FY 2015 to determine their effectiveness and need for continuation. Pedestrian injury and fatality data will be reviewed to determine additional areas of the state requiring programming.

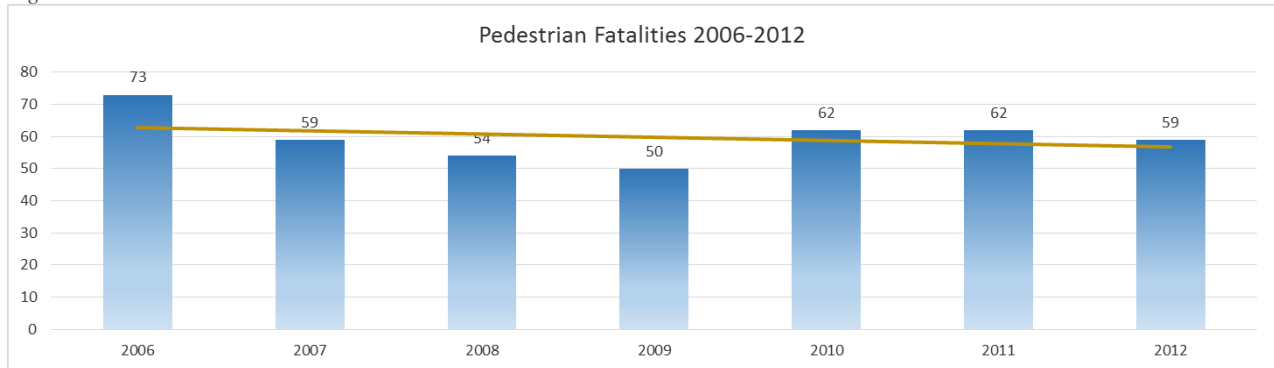
In March 2014, ICJI partnered with FHWA and INDOT to host a course on *How to Develop a Pedestrian Safety Action Plan*. Six cities attended the workshop. In FY 2015, ICJI will consider proposals from these communities to assist in addressing the outcome of their action plan. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$100,000**

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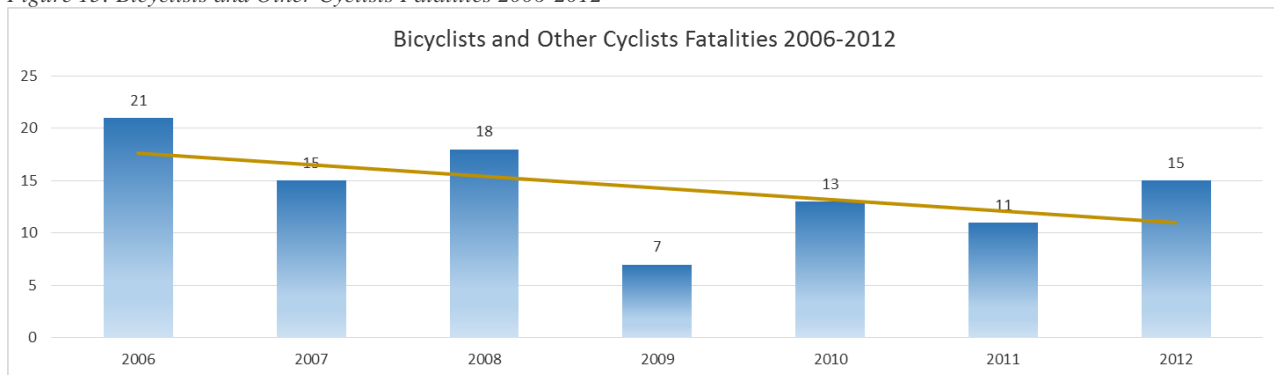
<sup>8</sup> *Indiana Crash Facts, 2012*. (2013). Indiana University Public Policy Institute.

Figure 14: Pedestrian Fatalities 2006-2012



Source: FARS

Figure 15: Bicyclists and Other Cyclists Fatalities 2006-2012



Source: FARS

Figure 16: Occupant Protection Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2015-01-00-00	Program Management	65,000	402
OP-2015-02-00-00	Operation Pull Over	2,282,830	402
M1X-2015-03-00-00	Rural Demonstration Project	70,000	405 B
PT-2015-04-00-00 M6OT-2015-01-00-00	Indiana State Police	1,166,000	402 / 405 D
PT-2015-01-00-00	Program Management	65,000	402
M6X-2015-07-00-00	SADD – Teen Traffic Safety	150,000	405 D
State Farm	Rule the Road (RTR) – Teen Traffic Safety	20,000	State Farm
M6X-2015-06-00-00	Underage Drinking – Teen Traffic Safety	220,000	405 D
M1X-2015-01-00-00	Children Under 15, Unrestrained (ASP)	850,000	405 B
M1X-2015-02-00-00	Pedestrian and Cyclist Fatalities	100,000	405 B
Total All Funds	Excludes State Farm funding for RTR	4,968,830	



## *State Traffic Safety Information System Improvements*

### PROBLEM IDENTIFICATION

ICJI has access to an excellent data resource in the ARIES database. These data allow detailed analysis of collision data. Due to analysis limitations at ICJI, the expertise of organizations such as CRS at Purdue University and Indiana University's PPI are needed. Both CRS and PPI provide numerous reports and data for ICJI and/or public consumption. Additional partnerships with IDHS, ISDH, and JTAC provide access to data ICJI would not otherwise possess. All projects with these partners seek to (1) Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that States need to identify priorities for national, State and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; and (4) improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other States and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

**Project Number: M3DA-2014-01-00-00**

**Project Title: Program Management/Traffic Records Coordinator**

**Description:** This project funds the traffic records coordinator, who is responsible for managing Indiana's crash records system, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness and accuracy of crash records.

**Budget: \$65,000**

**Project Number: M3DA-2014-03-00-00**

**Project Title: Indiana Supreme Court – JTAC - eCWS**

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

**Budget: \$340,000**

**Project Number: M3DA-2014-02-00-00**

**Project Title: Purdue University – Center for Road Safety**

**Description:** This project funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications regarding crash, EMS, and hospital inpatient/outpatient databases. CRS also analyzes results from the observational seat belt usage surveys. This system seeks to link data submitted by EMS providers into CODES. This project aligns Indiana EMS run report data with national NEMSIS requirements. Funding is used for salaries, benefits, indirect costs, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$115,000**

**Project Number: TR-2015-01-00-00**

**Project Title: Indiana University – Public Policy Institute**

**Description:** This project supports services provided by Indiana University's Public Policy Institute (PPI), including the identification of motor vehicle crash trends and creation of Indiana traffic trend fact sheets. Fact sheets contain traffic-related data for these categories: children, motorcycles, drivers,

dangerous driving, occupant protection, child passenger safety, trucks, and alcohol. In addition, PPI publishes an annual Indiana crash fact book. ICJI utilizes this information to help set performance measures and distributes it to sub-grantees to incorporate in their grant applications. PPI also provides ICJI with ad hoc data queries when requested. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$350,000**

**Project Number: K10-2015-01-00-00**

**Project Title: Indiana Supreme Court – JTAC – Racial Profiling**

**Description:** This project funds purchases of necessary scanners and printers by law enforcement which are needed to utilize eCWS and increase the access to citations in the Odyssey Case Management System. Additionally, funding will be used to train representatives from the agencies on how to use equipment. Part of the training focuses on properly inputting the race variable in the system to allow for later analysis. FY 2015 will be the final year of funding for this NHTSA-approved multi-year project. At the conclusion of this project, ICJI and JTAC will run an eCWS data analysis report and share the results with the Black Legislative Caucus, the Committee on Race and Gender Fairness, and the Committee established by House Enrolled Act 1193 studying law enforcement, schools, and youth. This report will identify if and where any racial disparities in traffic enforcement activities are occurring. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$347,044**

**Project Number: M3DA-2014-04-00-00**

**Project Title: Indiana Department of Homeland Security – EMS Data**

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

**Budget: \$105,000**

**Project Number: M3DA-2014-05-00-00**

**Project Title: Indiana State Department of Health – Trauma Database**

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

**Budget: \$170,252**

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

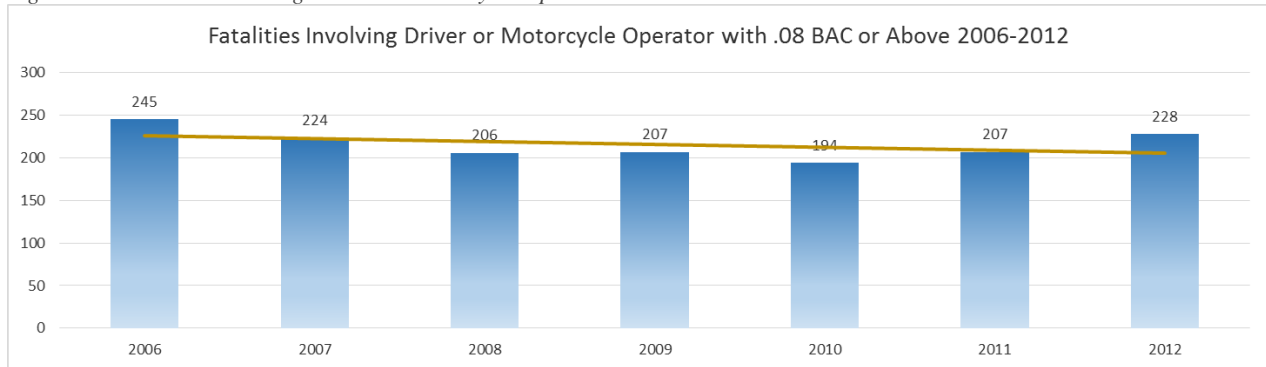
Project Number	Project Title	Budget	Budget Source
M3DA-2014-01-00-00	Program Mgmt / Traffic Records Coordinator	65,000	405 C
M3DA-2014-03-00-00	Supreme Court – JTAC - eCWS	340,000	405 C
M3DA-2014-02-00-00	Purdue University – Center for Road Safety	115,000	405 C
TR-2015-01-00-00	Indiana University – PPI	350,000	402
K10-2015-01-00-00	Supreme Court – JTAC – Racial Profiling	347,044	1906
M3DA-2014-04-00-00	Dept. of Homeland Security – EMS Data	105,000	405 C
M3DA-2014-05-00-00	Dept. of Health – Trauma Database	170,252	405 C
Total All Funds		1,492,296	

### Impaired Driving

#### PROBLEM IDENTIFICATION

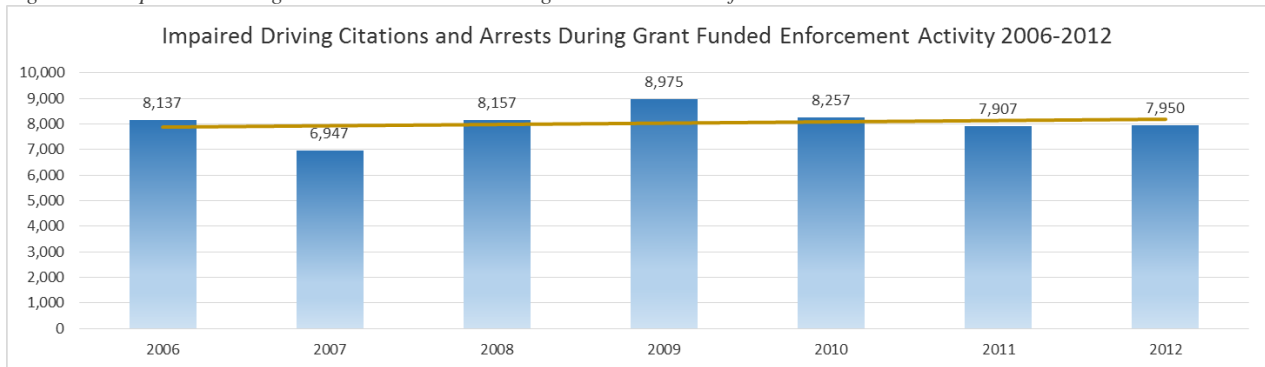
On average, from 2006 through 2012, approximately 27 percent of traffic fatalities have involved an alcohol-impaired driver or motorcycle operator. The seven-year high is 29.8 percent (2009) and the seven-year low is 24.9 percent (2007). The rate of .08+ BAC impaired driving fatalities per 100 MVMT has trended downward from 2006 through 2012 with a seven-year mean of 0.29. Of the 779 fatalities in 2012, 228 (29 percent) were the result of impaired driving. The number of impaired driving citations and arrests during grant-funded enforcement activities 2006 through 2012 remained relatively steady with approximately 8,000 per year. Just over half (50.5 percent) of alcohol-impaired collisions occurred in just 12 percent of Indiana’s counties. Over three-fourths (77.4 percent) of all alcohol-impaired collisions occur between 1800 and 0559 with an average alcohol-impaired driver 35 years old. Alcohol-impaired drivers involved in collisions are overwhelmingly (72.6 percent) male. The top primary factors identified in impaired driving collisions included “Ran off road” (34.1 percent), “Other (driver), explain in narrative” (10.2 percent), and “Following too closely” (7.2 percent).

Figure 18: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2006-2012



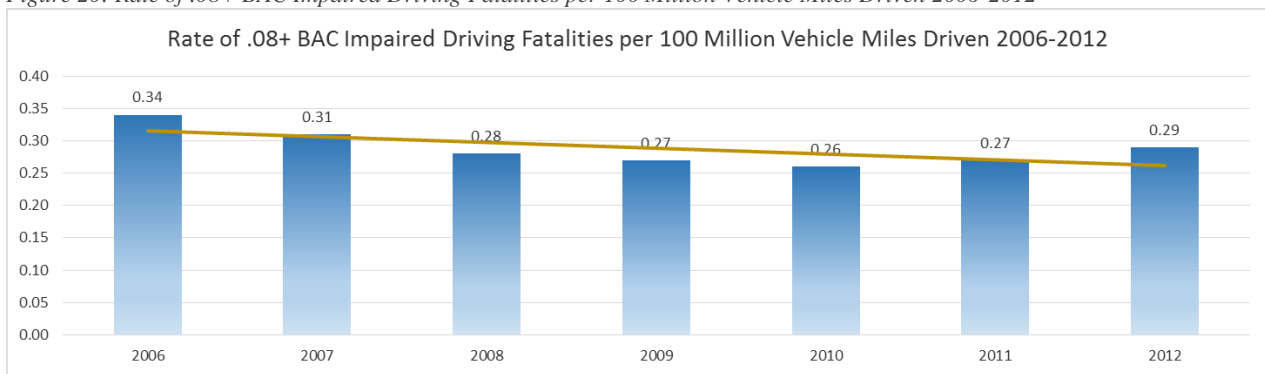
Source: FARS

Figure 19: Impaired Driving Citations & Arrests During Grant-Funded Enforcement Activities 2006-2012



Source: FARS

Figure 20: Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Driven 2006-2012



Source: FARS

**Performance Measures and Targets:**

Outcome Measure	Annual Figures							3 Year Average 2010-2012	Targets				Data Source
	2006	2007	2008	2009	2010	2011	2012		2012 <sup>^</sup>	2013	2014	2015	
C-5 <i>Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above</i>	245	224	206	207	194	207	228	210	---	205	201	197	FARS
13 <i>*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement</i>	8,137	6,947	8,157	8,975	8,257	7,907	7,950	8,038	-	-	-	-	OPO
18 <i>Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled</i>	0.34	0.31	0.28	0.27	0.26	0.27	0.29	0.27	0.36 <sup>^</sup>	0.36 <sup>^</sup>	0.36 <sup>^</sup>	0.35 <sup>^^</sup>	FARS

See Figure 2 on page 9 for notations

**Project Number: M6X-2015-01-00-00**

**Project Title: Program Management**

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

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

**Budget: \$65,000**

**Project Number: 164AL-2015-01-00-00**

**Project Title: DUI Enforcement (DUI Task Force Indiana)**

**Description:** This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by sub-grantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. There may be limited funding available to agencies for reconstruction training and prosecutor salaries to cover the costs of going to the scene of fatal crashes or training officers to improve procedures. Located in counties with high levels of impaired driver crashes, sub-grantees will conduct high visibility enforcement during three statewide blitzes. Saturation patrols and sobriety checkpoints will also be performed. These high visibility enforcement activities will also include impaired motorcyclists. In FY 2015, ICJI plans to fund 33 DUI task forces; an increase of 2 from FY 2014. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$1,550,000**

**Project Number: M6X-2015-02-00-00**

**Project Title: Fatal Alcohol Crash Team Training**

**Description:** This project provides funds to Fatal Alcohol Crash Teams (FACT). FACT develops county-wide, uniform policies and procedures for investigating incapacitating injury and fatal alcohol-related crashes. These teams seek to eliminate procedural mistakes that could lead to the suppression of important evidence in DUI cases. These funds will help cover the cost of crash reconstruction trainings for officers. This area will work closely with the Indiana Prosecuting Attorneys Council (IPAC) regarding trainings aimed at improving BAC testing of fatal drivers. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$50,000**

**Project Number: M6X-2015-04-00-00**

**Project Title: Standard Field Sobriety Test (SFST)/Drug Recognition Expert (DRE) Program**

**Description:** This project provides funding for SFST training. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. Assigned program manager will provide oversight and monitoring of this project.

Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) programs also are funded by this project. These programs provide officer training to better recognize drug-impaired drivers. ARIDE trainings provide officers an introduction into drug-impaired driving detection. Indiana currently uses ARIDE training as pre-training for the DRE program. DRE certification courses are available to officers. The training consists of nine days of classroom instruction in the areas of physiology, onset and duration of drug impairment, signs and symptoms of drugs, and the administration and interpretation of the 12-step test used in the drug recognition process. Following the classroom portion DRE trainees are required to evaluate several drug impaired individuals to demonstrate

officer's grasp of material and worthiness for certification. This project pays for a SFST/DRE coordinator to instruct trainings. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$180,000**

**Project Number: M6X-2015-05-00-00**

**Project Title: Traffic Safety Resource Prosecutor**

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

**Budget: \$185,000**

**Project Number: AL-2015-03-00-00**

**Project Title: Ignition Interlock**

**Description:** This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock law to judges and judiciary staff across the state. Assigned program manager will provide oversight and monitoring of this project.

**Budget: \$37,000**

Figure 21: Impaired Driving Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
M6X-2015-01-00-00	Program Management	65,000	405 D
164AL-2015-01-00-00	DUI Enforcement	1,550,000	164 Penalty
M6X-2015-02-00-00	Fatal Alcohol Crash Team Training	50,000	405 D
M6X-2015-04-00-00	SFST/DRE Program	180,000	405 D
M6X-2015-05-00-00	Traffic Safety Resource Prosecutor	185,000	405 D
AL-2015-03-00-00	Ignition Interlock	37,000	402
Total All Funds		2,067,000	

## Motorcyclist Safety

### PROBLEM IDENTIFICATION

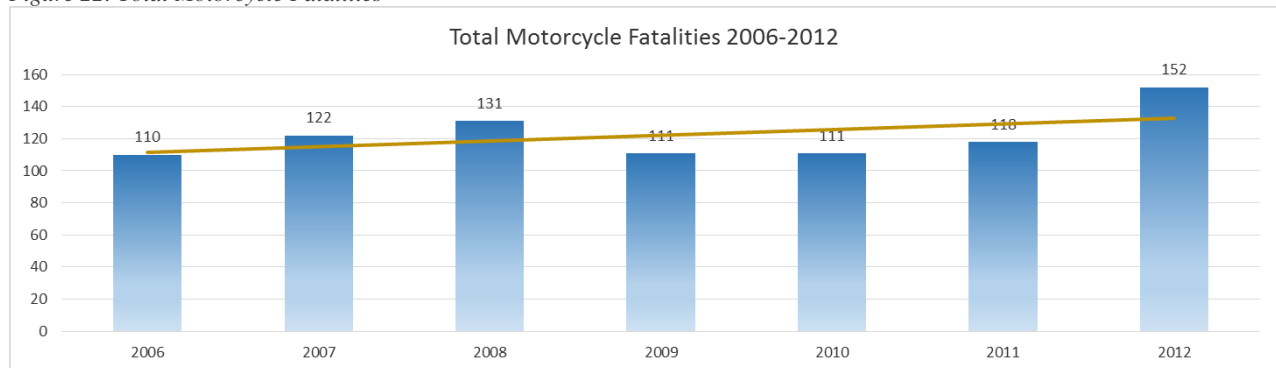
In 2012, there were 151 motorcycle fatalities. This is a 38 percent increase from 2006 and nearly 29 percent increase from 2011. In 2012, unhelmeted motorcyclists (116) accounted for 76 percent of motorcycle fatalities, a decrease of four percentage points from 2011. While motorcycle fatalities per 100,000 registrations increased by 18 percent from 2011 to 2012, there has been a decrease of nearly nine percent since 2006 with a seven-year mean of 65.04. The average age of motorcycle operator involved in a collision in 2012 was 40. Nearly half (45.9 percent) of all motorcycle collisions occurred during the 6 hour segment of 1200-1759. "Failure to yield right of way", "Ran off road right", and "Following too closely" were listed as the primary factor in 45.5 percent of motorcycle crashes. Half (50.4 percent) of all motorcycle crashes occurred in only 13 percent of Indiana counties.

**Performance Targets and Measures:**

Outcome Measure	Annual Figures							3 Year Average 2010-2012	Targets				Data Source
	2006	2007	2008	2009	2010	2011	2012		2012 <sup>^</sup>	2013	2014	2015	
C-7 <i>Total Motorcycle Fatalities</i>	110	122	131	111	111	118	152	127	108	124	122	120	FARS
C-8 <i>Unhelmeted Motorcycle Fatalities</i>	81	95	95	84	88	95	116	100	84	98	96	94	FARS
17 <i>Motorcycle Fatalities per 100k Registrations</i>	74.55	82.69	63.91	54.15	54.15	57.73	68.13	60.00	63* <sup>^</sup>	63* <sup>^</sup>	62* <sup>^</sup>	61 <sup>^^</sup>	FARS

See Figure 2 on page 9 for notations

Figure 22: Total Motorcycle Fatalities



Source: FARS

**Project Number: M9X-2015-01-00-00****Project Title: Media/Public Awareness Campaign**

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

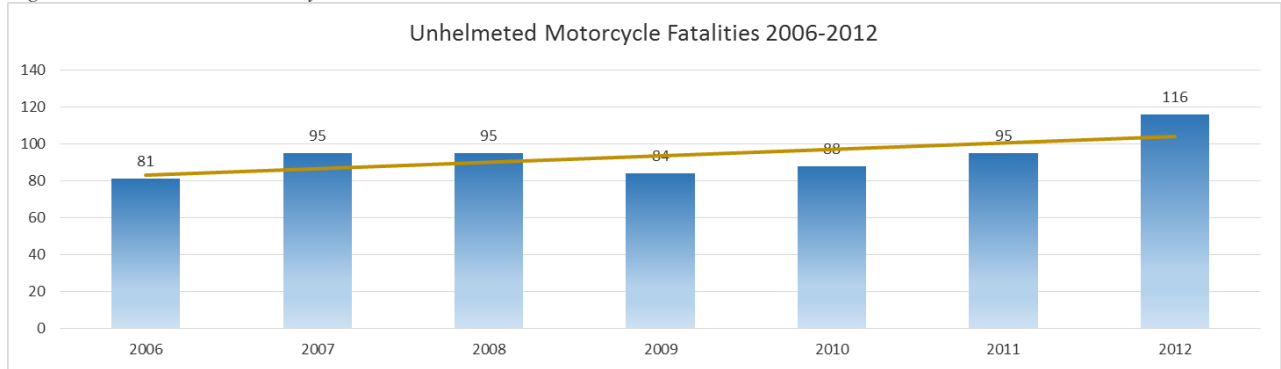
In conjunction with our Governor’s proclamation of May as Motorcycle Safety Awareness Month in Indiana, earned media including radio, television and social blog promotes awareness of motorcycle presence and safety at a kickoff event held at Monument Circle at the center of Indianapolis. Displaying yard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

All motorcycle marketing and media will be strategic and focus on areas with the highest number of motorcycle collision and fatalities and/or the highest number of motorcycle registrations, reaching riders and the general public in these targeted areas. In high motorcycle registration areas such as Boone, Hamilton, Hendricks, Johnson, and Morgan Counties, there will be specific paid media including visual, audio, and social containing the message “Save A Life, Be Aware - Motorcycles Are Everywhere”, “Look

Out for Motorcycles,” etc. to build awareness of motorcycle presence to general motorists. Assigned program manager will provide oversight and monitoring of this project.

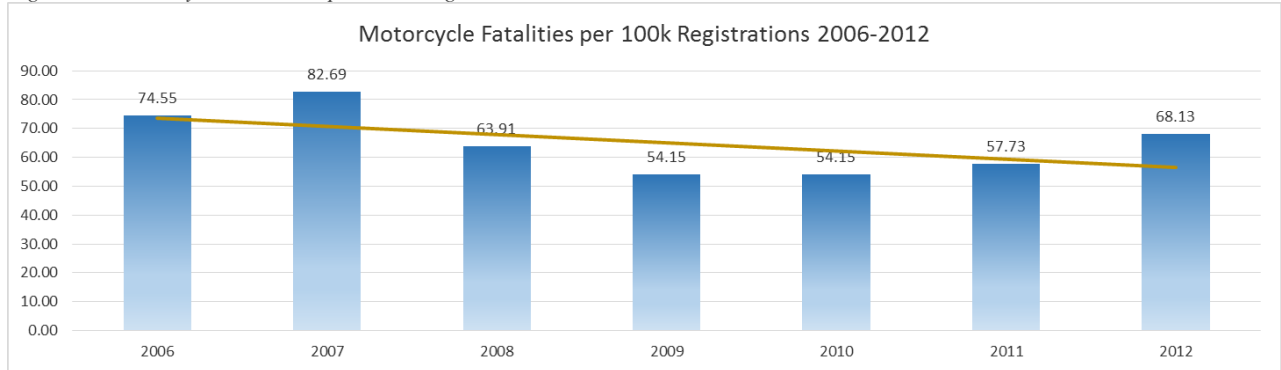
**Budget: \$150,000**

Figure 23: Unhelmeted Motorcycle Fatalities 2006-2012



Source: FARS

Figure 24: Motorcycle Fatalities per 100k Registrations



Source: FARS

Figure 25: Motorcyclist Safety Program and Budget Summary

Project Number	Project Title	Budget	Budget Source
M9X-2015-01-00-00	Media/Public Awareness Campaign	150,000	405 F
Total All Funds		150,000	



## Planning and Administration

**Project Number: PA-2015-01-00-00**

**Project Title: Planning and Administration**

**Description:** The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety director and staff as well as a research associate. The ICJI executive director, deputy director, and legal staff will also bill hours worked on traffic safety projects to this fund. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

**Budget: \$320,000**

Figure 26: Planning and Administration Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2015-01-00-00	Planning and Administration	320,000	402
Total All Funds		320,000	

## Strategic Communications Plan

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

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

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

### Objectives

- Reduce the incidence of traffic collisions, injuries, and fatalities that result from impaired driving and motorcycle riding, speeding, improper restraint use, distracted and aggressive driving by utilizing highly targeted social media, radio, and earned media which is effectively communicated;
- Raise awareness of national traffic safety campaigns through statewide paid media (primarily social and radio), in conjunction with localized earned media. These efforts will publicize statewide HVE efforts;
- Build and sustain partnerships with key individuals and organizations to maintain awareness, between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods;
- Plan and execute a series of communication activities which effectively convey the dangers and consequences of impaired, dangerous, and distracted driving behaviors, in addition to increasing seat

belt usage. Paid and earned media exposure will successfully heighten awareness and increase positive behavioral change;

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

### **Key Messages and Target Audiences**

#### Occupant Protection

##### Target Audiences:

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

##### Key Message

- Click It or Ticket

#### Motorcycle Safety and Awareness

##### Target Audiences

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

##### Key Messages

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

#### Child Passenger Safety

##### Target Audiences

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

##### Key Messages

- Visit [ChildSeat.in.gov](http://ChildSeat.in.gov)
- Protect Your Precious Cargo

#### Young Driver Safety

##### Target Audiences

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

##### Key Messages

- Drive Now. TXT L8R

#### Bicyclist and Pedestrian Safety

##### Target Audiences

- Primary – All Hoosiers, particularly adults who use alternative forms of transportation

##### Key Messages

- Share the Road

#### Dangerous and Distracted Driving

##### Target Audiences

- Primary – All drivers ages 15 to 45

##### Key Messages

- Drive Now. TXT L8R

## Impaired Driving and Riding

### Target Audiences

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

### Key Messages

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

## *Communications Calendar*

### **October 2014**

Drive Sober or Get Pulled Over and Drive Now. TXT LTR (October 2014-August 2015)

#### Paid Media:

- Signage
- Announcements at venue
- Radio advertising during events

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

Budget: \$60,000

Local / Regional Events (October – November 2014)

Drive Sober or Get Pulled Over and Click It or Ticket

#### Earned Media:

- Customized media releases for each participating agency

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

Drive Now. TXT LTR (October 2014)

#### Paid Media

- Magazine Ads

Each year every college junior and senior receives the “Grad” publication. The publication has the full support of every college president (public and private institutions) in the state. The articles about scholarships, internships, job placement, etc. are relevant and most students read the publication. The ads will emphasize the importance of not texting and driving.

Budget: \$9,000

### **November 2014**

Safe Family Travel (November 2014)

#### Earned media work plan

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

### **December 2014**

Winter Holiday Travel

#### Earned media work plan

- Customized media releases for each participating agency

This will incorporate “Drive Sober or Get Pulled Over”.

**February 2014**

Super Bowl

Earned media work plan

- Customized media releases for each participating agency

This will incorporate “Drive Sober or Get Pulled Over”.

**March 2014**

St. Patrick’s Day

Earned media work plan

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

This will incorporate “Drive Sober or Get Pulled Over”.

**April 2014**

Drive Now. TXT L8R

Paid media work plan:

- Social Media

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

Budget: \$150,000

Motorcycle Safety and Awareness (Late April - early May 2015)

Paid media work plan:

- Social Media
- Radio
- Local events in larger media markets

Budget: \$100,000

**May 2015**

Click It or Ticket (May 2015)

Paid media work plan:

- Social Media
- Radio

Local events in larger media markets

Budget: \$183,124

**June 2015**

Miracle Ride for Riley Hospital

Paid Sponsorship

Key Messages: “Ride Sober or Get Pulled Over” and “Get Legal. Get Licensed”

This event draws 7,000+ motorcyclists from across the state. As a title sponsor, the “Get Legal. Get Licensed” message is prominent on participant t-shirts, PSAs played at the venue, and with the motorcycle that is given away as the top prize at the three-day event. State funds will be utilized if prizes and t-shirts are not donated.

Budget: \$50,000

**July 2015**

Dangerous Driving Enforcement

Earned media work plan

- Customized media releases for each participating agency

### **August 2015**

Drive Sober or Get Pulled Over

Paid media work plan:

- Social Media
- Radio

Local events in larger media markets

Budget: \$170,000

### **September 2015**

Child Passenger Safety Week

Paid media work plan:

- Social Media
- Radio

Local events in larger media markets

Budget: \$166,246

Paid media are planned for enforcement periods and special initiatives.

### **FY2015 Paid Media Flights and Dates**

Exact dates will be determined once the national 2015 promotion schedule is announced

Drive Now. TXT LTR (October 2014)

Drive Now. TXT L8R (April 2015)

Motorcycle Safety and Awareness Late (April - early May 2015)

Click It or Ticket (May 2015)

Drive Sober or Get Pulled Over (August 2015)

Child Passenger Safety (September 2015)

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

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

The Special Projects and Productions provides a small amount of funding marketing materials related to any special events occurring during FY 2015. This also provides the available funding for any traffic safety ad hoc marketing and materials needed.

Figure 27: Communications Budget Summary

Project	402	405 D - Impaired Driving	405 F - Motorcycle
Staff Salaries	\$25,630		
Drive Sober or Get Pulled Over/Drive Now. TXT L8R - Bankers Life Fieldhouse Program	\$30,000	\$30,000	
Drive Now. TXT L8R (October 2014)	\$35,000		
Drive Now. TXT L8R (April 2014)	\$150,000		
Motorcycle Safety and Awareness (April-May 2015)			\$100,000
Click It or Ticket (May 2015)	\$183,124		
Miracle Ride for Riley Hospital (June 2015)			\$50,000
Drive Sober or Get Pulled Over (August 2015)		\$170,000	
Child Passenger Safety (September 2015)	\$166,246		
Special Projects and Productions	\$10,000		
<b>Subtotals</b>	<b>\$600,000</b>	<b>\$200,000</b>	<b>\$150,000</b>
<b>Grand Total</b>	<b>\$950,000</b>		

CONTINUED ON NEXT PAGE

Financial Summary

Figure 28: Program Cost Detail

Indiana Program Cost Summary	2015	406	402	405D	405B	405F	405C	405 Pt. 4	164	Total	State	Total
FY 2015 Programs	Budget	Primary Seat Belt	General	Impaired Driving	Child Pass/Seat Belts	Motorcycle	Traffic Records	Distracted 1906 Profiling	DUI Transfer Funds	Fed.Funds	Hard Match	Federal & State
<b>Planning and Administrative (P&amp;A)</b>												
Planning & Administration-Federal	320,000		320,000							320,000	0	320,000
Planning & Administration-State	320,000									0	320,000	320,000
Sub-total P&A	640,000	0	320,000	0	0	0	0	0	0	320,000	320,000	640,000
<b>Section II: Occupancy Protection</b>												
Program Management	65,000		65,000							65,000	0	65,000
Automotive Safety Program	850,000				850,000					850,000	0	850,000
Seat Belt Enforcement (OPO)	2,282,830		2,282,830							2,282,830	0	2,282,830
Pedestrian/Bicycle	100,000				100,000							
Rural Demonstration Project (RDP)	70,000				70,000					70,000	0	70,000
Sub-total Occ Protection	3,367,830	0	2,347,830	0	1,020,000	0	0	0	0	3,367,830	0	3,367,830
<b>Section III: Alcohol</b>												
Program Management	65,000			65,000						65,000	0	65,000
FACT Teams/Trainings	50,000			50,000						50,000	0	50,000
Enforcement (DUI Task Force)	1,550,000			100,875					1,449,125	100,875	0	100,875
Ignition Interlock Pilot	37,000		37,000							37,000	0	37,000
Law Enforcement Training Board (SFST/DRE)	180,000			180,000						180,000	0	180,000
Traffic Safety Resource Prosecutor	185,000			185,000						185,000	0	185,000
Excise Police	220,000			220,000						220,000	0	220,000
SADD	150,000			150,000						150,000	0	150,000
Sub-total Alcohol	2,437,000	0	37,000	950,875	0	0	0	0	1,449,125	2,437,000	0	2,437,000
<b>Section IV: PTS</b>												
Program Management	65,000		65,000							65,000	0	65,000
Statewide Training	7,000		7,000							7,000	0	7,000
OPO Success Awards	95,000		95,000							95,000	0	95,000
Indiana State Police	1,166,000	0	566,000	600,000						1,166,000	0	1,166,000
Sub-total PTS	1,333,000	0	733,000	600,000	0	0	0	0	0	1,333,000	0	1,333,000
<b>Section V: Community TS</b>												
LEL Program	465,000		465,000							465,000	0	465,000
Media / Communications Division	800,000		600,000	200,000						800,000	0	800,000
Sub-total Community TS	1,265,000	0	1,065,000	200,000	0	0	0	0	0	1,265,000	0	1,265,000
<b>Section VI: Traffic Records/ Research</b>												
Program Management	65,000						65,000			65,000	0	65,000
PPI	350,000		350,000							350,000	0	350,000
Purdue University/ CODES	115,000						115,000			115,000	0	115,000
JTAC	340,000						340,000			340,000	0	340,000
DHS	105,000						105,000			105,000	0	105,000
ISDH	170,252						170,252			170,252	0	170,252
Racial Profiling Grant	347,044							347,044		347,044	0	347,044
Sub-total Traffic Records	1,492,296	0	350,000	0	0	0	795,252	347,044	0	1,492,296	0	1,492,296
<b>Section VII: Motorcycles</b>												
Media / Public Awareness Campaign	150,000					150,000				150,000	0	150,000
Sub-total Motorcycles	150,000	0	0	0	0	150,000	0	0	0	150,000	0	150,000
<b>Section VIII: Dangerous Roadways</b>												
Operation Centipede	500,000			500,000								
Subtotal Dangerous Roadways	500,000	0	0	500,000	0	0	0	0	0	500,000	0	500,000
<b>Total 2014 Budget Expenditures</b>	<b>11,185,126</b>	<b>0</b>	<b>4,852,830</b>	<b>2,250,875</b>	<b>1,020,000</b>	<b>150,000</b>	<b>795,252</b>	<b>347,044</b>	<b>1,449,125</b>	<b>10,865,126</b>	<b>320,000</b>	<b>11,185,126</b>

Figure 29: Financial Summary Graph

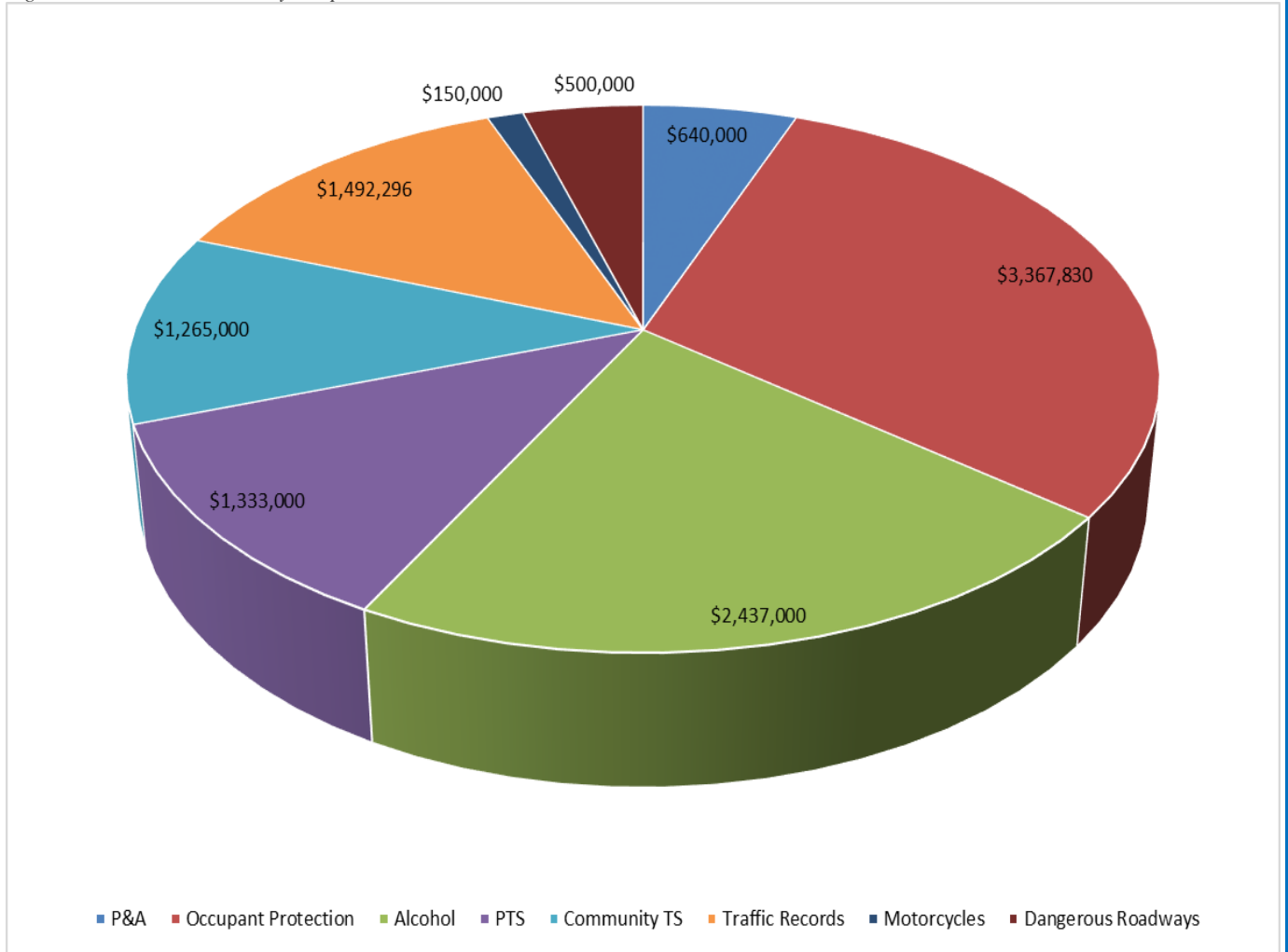




Figure 30: HS-217

Highway Safety Program Cost Summary (HS-217)						
Program Area	Approved Program Costs	State/Local Funds (Match)	Federally Funded Programs			Federal Share to Local (minimum)*
			Previous Balance	Increase/Decrease (New Award)	Current Balance	
<b>402 TOTAL</b>	<b>\$5,172,830</b>	<b>\$1,226,566</b>	<b>\$2,710,398</b>	<b>\$4,613,718</b>	<b>\$7,324,116</b>	<b>\$2,929,646</b>
Planning and Administration^	\$640,000					
Program Management	\$65,000					
Seat Belt Enforcement (OPO)	\$2,282,830					
Ignition Interlock Pilot	\$37,000					
Program Management	\$65,000					
Statewide Training	\$7,000					
OPO Success Awards	\$95,000					
Indiana State Police	\$566,000					
LEL Program	\$465,000					
Media / Communications Division	\$600,000					
IU's Public Policy Institute	\$350,000					
<b>405 D TOTAL</b>	<b>\$2,185,875</b>	<b>\$437,175</b>	<b>\$2,270,726</b>	<b>\$2,981,938</b>	<b>\$5,252,664</b>	<b>\$2,101,066</b>
Program Management	\$65,000					
FACT Teams / Trainings	\$50,000					
Enforcement (DUI Task Force)	\$100,875					
Law Enforcement Training Board (SFST/DRE)	\$180,000					
Traffic Safety Resource Prosecutor	\$185,000					
Excise Police	\$220,000					
SADD	\$150,000					
Indiana State Police	\$600,000					
Media / Communications Division	\$200,000					
Operation Centipede	\$500,000					
<b>405 B TOTAL</b>	<b>\$1,020,000</b>	<b>\$204,000</b>	<b>\$1,005,996</b>	<b>\$965,077</b>	<b>\$1,971,073</b>	<b>\$788,429</b>
Automotive Safety Program	\$850,000					
Pedestrian / Bicycle	\$100,000					
Rural Demonstration Project (RDP)	\$70,000					
<b>405 F TOTAL</b>	<b>\$150,000</b>	<b>\$30,000</b>	<b>\$188,710</b>	<b>\$94,071</b>	<b>\$282,781</b>	<b>\$113,112</b>
Media / Public Awareness Campaign	\$150,000					
<b>405 C TOTAL</b>	<b>\$701,000</b>	<b>\$140,200</b>	<b>\$1,791,232</b>	<b>\$1,110,189</b>	<b>\$2,901,421</b>	<b>\$1,160,568</b>
Program Management	\$65,000					
Purdue University / CODES	\$115,000					
JTAC	\$340,000					
Dept Homeland Security	\$90,500					
Dept of Health	\$90,500					
<b>405 E / 1906</b>	<b>\$347,044</b>	<b>\$69,409</b>	<b>\$449,406</b>	<b>\$0</b>	<b>\$449,406</b>	<b>\$179,762</b>
Racial Profiling Grant	\$347,044					
<b>164 DUI Transfer Funds</b>	<b>\$1,449,125</b>	<b>\$289,825</b>	<b>\$1,449,125</b>	<b>\$0</b>	<b>\$1,449,125</b>	<b>\$579,650</b>
Enforcement (DUI Task Force)	\$1,449,125					
<b>TOTAL NHTSA FUNDS</b>	<b>\$11,025,874</b>	<b>\$2,397,175</b>	<b>\$9,865,593</b>	<b>\$9,764,993</b>	<b>\$19,630,586</b>	<b>\$7,852,234</b>

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

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

## Appendices

### *Appendix A: State Certifications and Assurances*

State: Indiana

Fiscal Year: 2015

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

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

#### **GENERAL REQUIREMENTS**

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

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

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

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

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

#### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;

- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

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

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—
  - o Taking appropriate personnel action against such an employee, up to and including termination.
  - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**BUY AMERICA ACT**

(applies to subrecipients as well as States)

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not 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)**

(applies to subrecipients as well as States)

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

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

#### **RESTRICTION ON STATE LOBBYING**

(applies to subrecipients as well as States)

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

(applies to subrecipients as well as States)

#### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,” provided by the department or agency entering into this covered

transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

#### **Instructions for Lower Tier Certification**

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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



1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **POLICY ON SEAT BELT USE**

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

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **ENVIRONMENTAL IMPACT**

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

### **SECTION 402 REQUIREMENTS**

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

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

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

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

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

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

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

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

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

**CONTINUED ON NEXT PAGE**

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

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

*Christina F Trexler*

\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

*July 1, 2014*

\_\_\_\_\_  
Date

*CHRISTINA F TREXLER*

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

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

(PLEASE SEE FIGURE 30 ON PAGE 41 OF THE HSP)

State: Indiana

Number: 15-01

Date: October 1, 2014

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

STATE OFFICIAL AUTHORIZED SIGNATURE:

Name: Christina F. Trexler

Title: Public Safety Policy Director

Date: July 1, 2014

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NHTSA Name:

Title:

Date:

**EFFECTIVE DATE:** This form is to be used to provide funding documentation for grant programs under Title 23, United States Code. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is \_\_\_\_\_. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for

reviewing instructions and completing the form. All responses to this collection of information are required to obtain or retain benefits. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington DC 20590.

### INSTRUCTIONS FOR PROGRAM COST SUMMARY

State—The State submitting the HS Form-217

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

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

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

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

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

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

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

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

*Appendix C: Assurances for Teen Traffic Safety Program*

State: Indiana

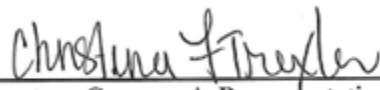
Fiscal Year: 2015

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

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

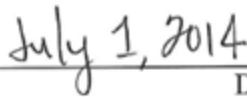
- The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 19-21.
- as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to—
  - o increase seat belt use;
  - o reduce speeding;
  - o reduce impaired and distracted driving;
  - o reduce underage drinking; and
  - o reduce other behaviors by teen drivers that lead to injuries and fatalities.

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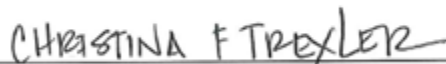
Signature Governor's Representative for Highway Safety

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Date

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Printed name of Governor's Representative for Highway Safety

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

State: Indiana

Fiscal Year: 2015

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

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

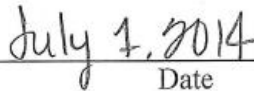
- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted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

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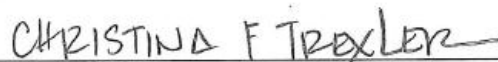
Signature Governor's Representative for Highway Safety

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Date

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Printed name of Governor's Representative for Highway Safety

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

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

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

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 18.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 16-24.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment #1 *Occupant Protection* or page # \_\_\_.
- The State's plan for child passenger safety technicians is provided as HSP attachment #1 *Occupant Protection* or page # \_\_\_.

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

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

Legal citation(s):

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

Legal citations:

- \_\_\_\_\_ Requirement for all occupants to be secured in seat belt or age appropriate child restraint
- \_\_\_\_\_ Coverage of all passenger motor vehicles



- \_\_\_\_\_ Minimum fine of at least \$25
- \_\_\_\_\_ Exemptions from restraint requirements
- The State's seat belt enforcement plan is provided as HSP attachment or page # \_\_\_\_.
- The State's comprehensive occupant protection program is provided as HSP attachment # \_\_\_\_.

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

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

OR

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

**(X) Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

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

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

- A copy of [check one box only] the **(X)** TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # 2 *Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_.
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # 2 *Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 2 *Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_.
- The name and title of the State's Traffic Records Coordinator is: John Bodeker
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 2 *Traffic Records and Information Systems* or submitted electronically through the TRIPRS database on \_\_\_/\_\_\_/\_\_\_.

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

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

OR

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

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

(X) **Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

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

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

OR

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

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_.

High-Range State:

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

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

OR

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

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

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

OR

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

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

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

• The State's ignition interlock law was enacted on \_\_\_/\_\_\_/\_\_\_ and last amended on \_\_\_/\_\_\_/\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

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

[Fill in all blanks below.]

Prohibition on Texting While Driving

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

Legal citations:

- \_\_\_\_\_ Prohibition on texting while driving
- \_\_\_\_\_ Definition of covered wireless communication devices

- \_\_\_\_\_ Minimum fine of at least \$25 for first offense
- \_\_\_\_\_ Increased fines for repeat offenses
- \_\_\_\_\_ Exemptions from texting ban

### **Prohibition on Youth Cell Phone Use While Driving**

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

Legal citations:

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

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

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

Motorcycle riding training course:

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

- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment #\_\_.

(X) Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment #3 *Motorcyclist Safety*.
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment #3 *Motorcyclist Safety*.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment #3 *Motorcyclist Safety* or page # \_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment #3 *Motorcyclist Safety* or page # \_\_.
- Copy of the State strategic communications plan is provided as HSP attachment #3 *Motorcyclist Safety*.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page #\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page #\_\_.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page #\_\_.
  - Detailed description of the State's impaired driving program is provided as HSP attachment or page #\_\_.
  - The State law or regulation defines impairment. Legal citation(s):
- 

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page #\_\_.
  - Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page #\_\_.
  - The State law or regulation defines impairment. Legal citation(s):
- 

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

Applying as a Law State—

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

AND

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

Applying as a Data State—

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

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

[*Fill in all applicable blanks below.*]

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

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

Legal citations:

- \_\_\_\_\_ Testing and education requirements
- \_\_\_\_\_ Driving restrictions
- \_\_\_\_\_ Minimum duration
- \_\_\_\_\_ Applicability to novice drivers younger than 21 years of age
- \_\_\_\_\_ Exemptions from graduated driver licensing law

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

Legal citations:

- \_\_\_\_\_ Driving restrictions
- \_\_\_\_\_ Minimum duration
- \_\_\_\_\_ Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age
- \_\_\_\_\_ Exemptions from graduated driver licensing law

### **Additional Requirements During Both Learner's Permit and Intermediate Stages**

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

---

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

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

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

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OR

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

OR

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



## Attachments

### *Attachment 1: Occupant Protection*

#### 405 B - Occupant Protection (23 CFR 1200.21)

1. The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided on HSP page # 18.
2. The State's occupant protection plan for the upcoming fiscal year is provided on HSP page 18 .
3. Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment #1 *Occupant Protection*.

The Automotive Safety Program provides funding and resources for one hundred and seventeen permanent fitting stations (PFS) in 59 of the state's 92 counties. Forty-eight of the sites provide bi-lingual services for Spanish speaking families. Language assistance is also provided for the large population of Burmese families in the State. Each PFS is staffed by at least one Nationally Certified Child Passenger Safety Technician. See attached breakdown of the population served in each county with a permanent fitting station.

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

The Traffic Safety Division provides funding to the Automotive Safety Program (ASP) for the purposes of providing child passenger safety programs including child restraint public information and education programs. The ASP conducts the following trainings

- NHTSA child safety seat technician and instructor trainings
- Child Passenger Safety (CPS) update courses for technicians and instructors (CPST and CPSTI)
- Trainings regarding the transportation of children with children with special health care needs.

The Automotive Safety Program maintains a database of all certified child passenger safety technicians and instructors in the state. Resources and technical support, including quarterly newsletters, are provided to all CPST and CPSTI. There are approximately 41 CPSTI and 1,219 CPST in the state. Of these 1,219 CPST, 110 are law enforcement and there are seven law enforcement instructors. Indiana's rate of CPST re-certification was approximately 54% in FY13 and the national average was 58.2%.

2013 Indiana Counties With At Least One Permanent Fitting Station by Population*					
State	State Population	State Population Under 18			
Indiana	6,537,782	1,588,681			
County	County Population	County Population Under 18	County	County Population	County Population Under 18
Allen	360,496	95,892	Lake	493,118	123,773
Bartholomew	78,966	19,426	LaPorte	111,197	24,908
Boone	58,994	16,105	Lawrence	46,062	10,640
Clark	111,972	26,313	Madison	130,311	29,581
Clay	26,860	6,258	Marion	918,887	231,559
Clinton	32,968	8,704	Marshall	47,035	12,229
Dearborn	49,866	12,068	Miami	36,480	8,099
Decatur	26,126	6,479	Monroe	141,255	22,742
Dekalb	42,246	10,815	Montgomery	38,245	8,988
Delaware	117,423	23,132	Morgan	69,399	16,933
Dubois	42,137	10,449	Noble	47,462	12,483
Elkhart	199,258	55,991	Orange	19,712	4,790
Floyd	75,374	17,486	Owen	21,372	4,745
Fountain	17,096	4,018	Perry	19,466	4,010
Gibson	33,553	7,919	Porter	165,681	38,769
Grant	69,344	14,701	Putnam	37,645	7,755
Greene	32,973	7,518	Ripley	28,504	7,240
Hamilton	289,399	84,505	Rush	17,127	4,076
Hancock	70,896	17,795	St Joseph	266,461	64,484
Harrison	39,142	8,924	Shelby	44,499	10,590
Hendricks	150,808	39,813	Spencer	20,900	4,786
Henry	49,223	10,632	Starke	23,203	5,476
Howard	82,891	19,065	Tippecanoe	177,786	36,446
Huntington	36,977	8,394	Tipton	15,756	3,889
Jackson	43,040	10,545	Vanderburgh	180,713	39,757
Jasper	33,442	8,327	Vigo	108,534	22,792
Jay	21,385	5,603	Warrick	60,445	15,111
Jefferson	32,489	7,213	White	24,456	5,821
Johnson	143,300	36,971	Whitley	33,312	7,962
Kosciusko	77,678	19,420	Totals	5,791,345	1,410,915

Source: United States Census Bureau, State & County QuickFacts. Retrieved May 29, 2014 from

\* Population figures taken from 2012 US Census Bureau estimates which provides the most recent "Persons under 18" estimate.

## *Attachment 2: Traffic Records and Information Systems*

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

1. A signed copy of the TRCC charter is included in this attachment on pages: 87-88
- 

2. FY 2014 and FY 2015 TRCC meetings dates are below meeting minutes.

FY 2014 Meeting Dates

February 13, 2014

June 12, 2014

June 25, 2014

FY 2015 Proposed Meeting Dates

October 15, 2014

February 13, 2015

June 12, 2015

FY 2014 meeting minutes can be found in this attachment on pages: 80-86

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

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

John Bodeker  
Indiana Traffic Records Coordinator  
Indiana Criminal Justice Institute

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5. Copy of the State Traffic Records Strategic Plan, including any updates was submitted electronically through the TRIPRS database on (UNAVAILABLE). Included in HSP attachment # 2 *Traffic Records and Information Systems*
- 

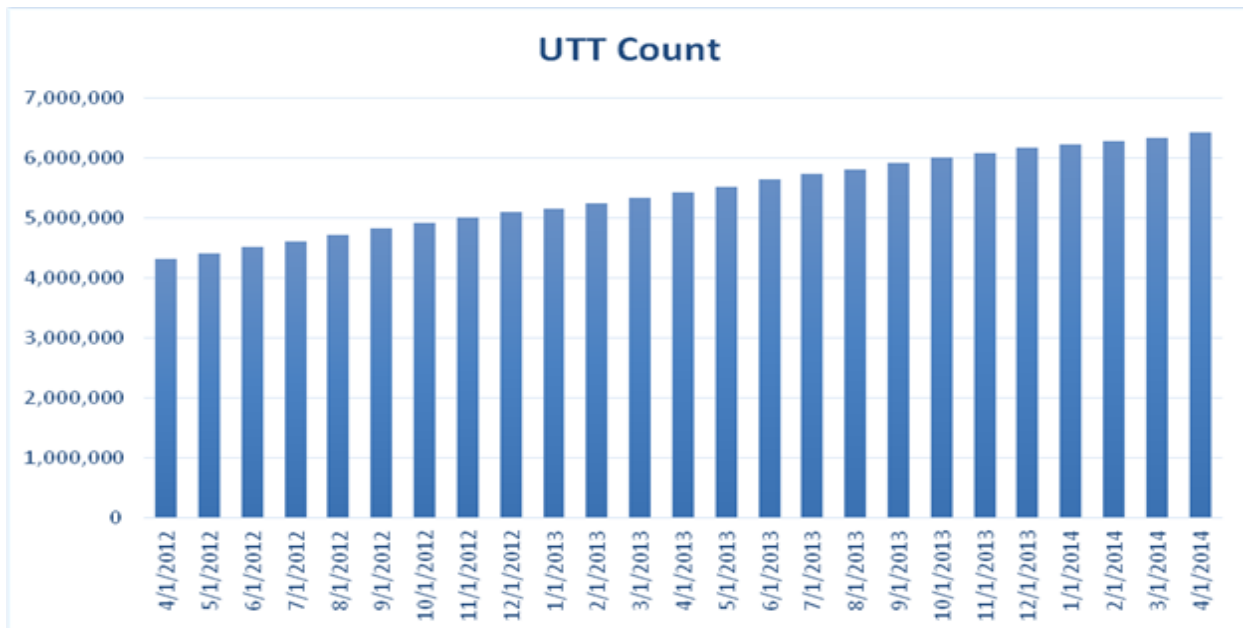
6. The following pages in the State's Strategic Plan provides a written description of the performance measures and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or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

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

## Uniform Traffic Tickets Issued in Indiana

Baseline Period		Performance Period		% Change Month to Year
Month	Count	Month	Count	
4/1/2012	4,320,199	4/1/2013	5,435,652	26%
5/1/2012	4,413,914	5/1/2013	5,524,895	25%
6/1/2012	4,524,561	6/1/2013	5,639,218	25%
7/1/2012	4,616,400	7/1/2013	5,727,449	24%
8/1/2012	4,716,160	8/1/2013	5,816,298	23%
9/1/2012	4,827,774	9/1/2013	5,918,400	23%
10/1/2012	4,921,507	10/1/2013	6,007,021	22%
11/1/2012	5,003,379	11/1/2013	6,080,816	22%
12/1/2012	5,094,276	12/1/2013	6,165,538	21%
1/1/2013	5,159,243	1/1/2014	6,224,788	21%
2/1/2013	5,248,266	2/1/2014	6,271,755	20%
3/1/2013	5,333,581	3/1/2014	6,329,138	19%

## Uniform Traffic Tickets Issued in Indiana



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**List revised on 10-01-2013**

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

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**Strategic Plan–Indiana Traffic Records Improvement****Vision Statement**

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

**Mission Statement**

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

**TRAFFIC RECORDS IMPROVEMENT STRATEGIC PLAN****Introduction**

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

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

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

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

**Traffic Records Assessment Summary**

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

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

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

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

#### Executive Summary

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

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

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

**CONTINUED ON NEXT PAGE**

Figure 31: Rating Distribution by Module

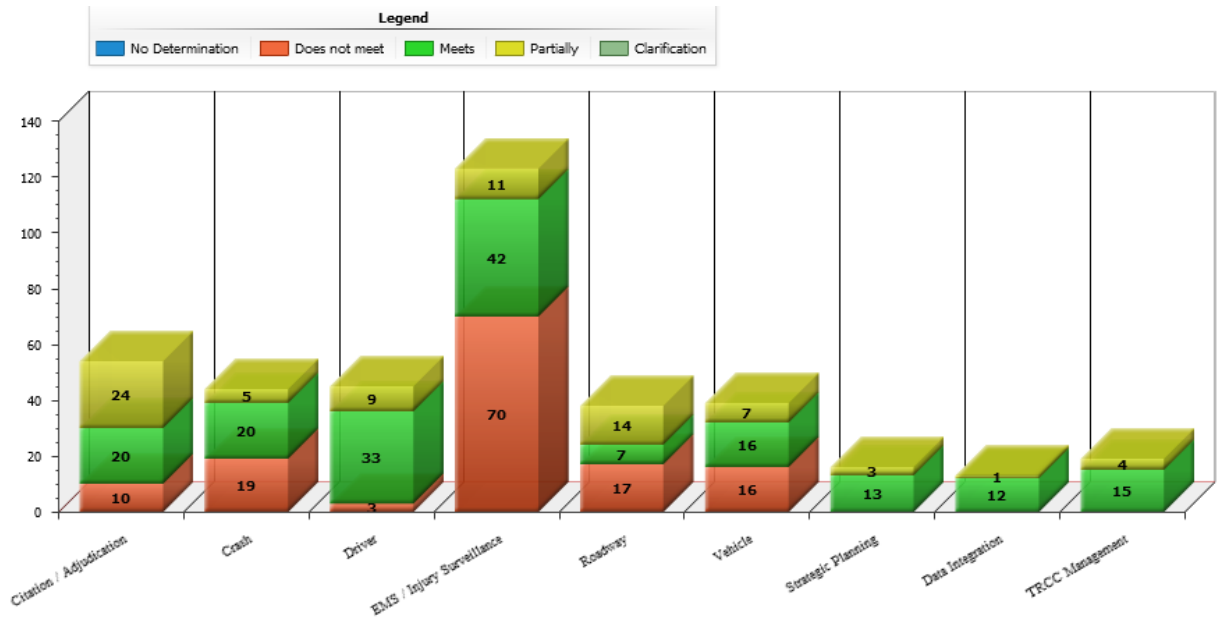


Figure 32: Assessment Section Ratings

Description and Contents	100.0%	100.0%	86.7%	86.7%	73.7%
Applicable Guidelines	73.3%	81.8%	100.0%	66.7%	86.0%
Data Dictionaries	63.3%	76.2%	100.0%	66.7%	81.0%
Procedures/ Process Flow	77.8%	37.9%	94.1%	56.3%	74.1%
Interfaces	33.3%	93.9%	100.0%	91.7%	66.7%
Data Quality Control Programs	51.4%	65.0%	77.8%	35.7%	62.8%
<b>Overall</b>	<b>69.9%</b>	<b>67.0%</b>	<b>89.9%</b>	<b>57.7%</b>	<b>73.8%</b>
<b>Overall</b>					
Traffic Records Coordinating Committee	92.9%				
Strategic Planning for the Traffic Records System	92.9%				
Data Use and Integration	97.0%				

Recommendations

Figure 32 shows the aggregate scores of the ratings for the assessment questions by the module sections for each data system. Each question received a score by multiplying its rank and rating (very important = 3; somewhat important = 2; less important = 1, and meets = 3; partially meets = 2; does not meet = 1). The sum total for each module section was calculated based upon the individual question scores. Then, the percentage was calculated for each module section as follows:



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

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

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

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

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

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

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

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### Priority Crash Recommendations

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1. Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.  
**Action:** The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory.
  2. Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
-

**Action:** The SHSO will coordinate with APPRISS, FARS, Purdue University, Indiana University – Center for Criminal Justice, the Bureau of Motor Vehicles (BMV) and the Department of Transportation (INDOT) to improve the interfaces with the crash data system.

3. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with APPRISS, the BMV and INDOT to improve the system for edit checks and validation of data accuracy.

### Priority Vehicle Recommendations

4. Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with the BMV, the Indiana Supreme Court (JTAC) and APPRISS to improve the vehicle data system as to process flow from citation/crash report to submission in the BMV's system and the citation/adjudication system.

5. Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with the BMV to improve data audits and validation on a regular basis.

### Priority Driver Recommendations

6. Improve the description and contents of the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with the BMV and APPRISS to improve the contents of the Driver data system through the BMV's driver data system (STARS).

7. Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with the BMV to develop a system for data edits and validation that can be used on a regular basis to confirm data reliability.

### Roadway Recommendations

8. Improve the procedures/ process flows for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with INDOT and APPRISS to improve data flow procedures pertaining to the roadway.

9. Improve the data quality control program for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with INDOT to ensure that data edits and validation procedures are implemented on a regular basis to improve data quality.

### Priority Citation/Adjudication Recommendations

10. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

11. Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

12. Improve the data quality control program for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with JTAC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

### **Priority EMS/Injury Surveillance Recommendations**

- 13.** Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

**Response:** The SHSO has already been in communication with the Indiana State Department of Health (ISDH) and the Department of Homeland Security (DHS) to improve the interface with the injury surveillance systems.

- 14.** Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

**Action:** The SHSO will work with the ISDH and IDHS to insure that that quality control data edits and validation systems are also implemented.

**CONTINUED ON NEXT PAGE**

## Terminology and Acronyms

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

## Current Crash Records Process

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

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

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

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

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

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

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

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

#### Progress of the TRCC

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

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

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

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

### **SWOC Analyses by Agency**

#### **Indiana State Department of Health 2013**

##### **STRENGTHS**

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

**Data** - Substantial hospital discharge data

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

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

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

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

The ISDH executive board has preliminarily adopted the Trauma Registry Rule, which requires all pre-hospital providers, hospitals with Emergency Departments, and rehabilitation facilities to report their trauma cases to the state trauma registry.

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

The nine hospitals with ACS-COT Level I or II trauma centers geographically cover the state fairly well except for northwestern Indiana, which relates to Chicago.

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

### **WEAKNESSES**

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

### **OPPORTUNITIES**

- Opportunities for collaboration and improvement of data collection and analysis of injury related to motor vehicle crashes are still evident (CODES, Traffic Records Coordinating Committee, state EMS database, and state trauma registry development).
- **Pre-Hospital Trauma Care**
  - Need for substantial Pre-hospital data
  - Need for a better understanding of Pre-hospital medical care
- **Trauma Care in Hospitals**
  - Data/trauma registry – assessment of system needs
  - Use lessons/data from other states
  - Legislation to establish/fund trauma system
- **Trauma Registries**
  - Better linkage of existing/future databases
  - QA/PI – improve quality of care and patient outcomes
  - More hospitals reporting
- **Injury Prevention**
  - Improve data use – update data, make it more accessible, use for teaching, injury surveillance
- Much interest in state trauma system development and implementation from a wide variety of stakeholders (represented on the Indiana State Trauma Care Committee).
- The Indiana State Trauma Care Committee recognizes the critical importance of reliable, timely injury data needed to develop a statewide trauma system.
- Develop ability to extract trauma data from electronic medical records.

**CHALLENGES**

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

**Center for Road Safety (CRS) --- 2013**

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

**STRENGTHS**

- The existence of a central repository for integrated ISP crash, EMS, Hospital, BMV driver, and INDOT road and traffic data available for analysis.
- Timely availability of linked crash, driver, road and traffic data. Hospital data delayed only one year.
- As new datasets are brought into the linkage process, more in depth analyses are possible and better understanding of previously ignored factors come to light.
- Indiana still is one of very few states with the ability to link driver history into their integrated dataset (according to NHTSA.)
- Continual re-evaluation of the linkage process creates an environment that fosters improved data quality.
- Evaluation of multiple years of data helps identify the best way to extract and combine relevant information for a model.
- Years of accumulated familiarity with the interaction and interdependencies between the data elements from multiple databases allows for proper weighting of the most and the least reliable data elements, making models more representative. (see challenges)
- Separate linkages by zone of influence of Indiana Trauma Centers allowed the identification of thousands of transfers, improving quality of the final linkages for the state.
- Strong collaborative environment at the TRCC meetings. As agencies joined the meetings, they have become more receptive to the idea of sharing and integrating their data.
- Improved protocol and GIS layers increased the number of located/mapped crashes and linked records.
- Advanced statistical modeling of linked data with start-of-the-art methodology reveals the safety trends and impacts to support safety-related decision-making in Indiana.

**WEAKNESSES**

- The linkage of different datasets helps identify weaknesses or inconsistencies in the data. (This could also be seen as a strength)



- Some data elements are present in the datasets but either not consistently populated or populated incorrectly. If such data were properly entered, linkage quality would improve.
- Some data elements like the time of admission at a hospital; or if a patient admission is the result of a transfer, the name of the hospital where they are transferring from, are not present in the datasets. Nevertheless, such elements do not involve confidentiality constraints, and could have an enormous effect in the linkage results.
- EMS databases are undergoing a transition period, due to the adoption of NEMSIS specifications. The change in the systems has caused a delay in the availability of data for linkage.
- Lack of a process of systematic evaluation of the data quality and its control.
- Access to the traffic records by agencies and public hampered by the various legal restriction on data and the lack of a user-convenient data portal.

### OPPORTUNITIES

- As more data providers join the TRCC, more data may become available for linkage. Recent potential additions include toxicology results, coroner's data, trauma registry, and e-citations data.
- The strong collaborative environment of the TRCC meetings promotes the free exchange of suggestions and requests for changes and/or additions to the database elements.
- The availability of these integrated linked data permits certain types of traffic safety analyses not possible before in Indiana. The evaluation of the effect of driver's education on the long term safety history of drivers is an example.
- As both data providers and data users regularly attend TRCC meetings, it becomes easier for these users to be exposed to these new possible analyses which they were not aware of before. As well as get more realistic estimates of when the availability of suitable data will conform to their needs.
- EMS data started being collected also by the Trauma Center Repository.
- The Trauma Center Repository data provides time of admission, which was missing in the Hospital Discharge data. It also started collecting transfer information, which will make linkage to the previous hospitals more robust.
- The existing crash data portal ARIES and planned in the near future development of an INDOT data portal may help the TRCC discussion on the Indiana data portal.

### CHALLENGES

- As more and better data become available, the potential for conflict between similar data elements from different datasets increase. Experience and judgment are needed to properly deal with these elements.
- The progressive increase in the volume of data being integrated demands more time and resources, with an associated increase in costs.
- The process of linkage is probabilistic and may involve imputation. The use of such results may be sometimes hard to be understood or disputed by some data users. Fortunately, as data completeness improved, the amount of imputed data has been diminishing.
- The scope for use of linked data is expanding, as the quality of the data improves. Although the original purpose of these linkages was cost estimation, the proper assessment of injuries may add a lot of value to engineering designs. Agencies like INDOT may benefit of such information, and we are trying to include these data whenever appropriate, in joint projects.
- Indiana hospitals are preparing to adopt ICD10 codes for injuries. Because the injury descriptions are not equivalent to ICD9, a way to make the 2 standards compatible will need to be developed. Similarly, ICD9 codes are converted to MAIS (Maximum abbreviated Injury Scale) using a software developed at Johns Hopkins. The software is relatively old and has not

been updated. If there is no version released for ICD10 codes, MAIS may have to be replaced by some alternative scale.

- The current ownership of data by various public agencies and private entities with their internal policies and limitations on sharing data creates a complex legal situation. The past experience shows that reaching an agreement between two parties takes a considerable amount of time and the final agreement puts restrictions on who and what data can access and for what use. A multi-agency agreement or other legal solution is needed, if possible. Multiplicity of data collected in different formats by various institutions with not always fully documentation creates difficulties in data quality control and its meaningful use for analysis.

### **SWOC RESPONSE FROM INDOT**

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

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

### **Traffic Records Assessment Findings**

#### **Suggested issues to be addressed**

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

1. Resolve issues with a number of ARIES data fields
  - Age variable coding – invalid birthdates default to 0 years (e.g., several hundred records show Drivers with an age of < 1 year)
  - Definition of a fatal crash/traffic fatality – resolve discrepancies between ARIES (crash report) definition and FARS definition – This causes problems with analyzing the data when researchers must attempt to match to sets of numbers between FARS and ARIES. Why are there two different definitions? Is there a way to transition to one?
  - Drivers identified in ARIES with more than one collision – a number of records show individual drivers with multiple collisions occurring at the same time, location, and day. This is apparently a business practice involving the identification of secondary incidents as

- separate collisions. This is a complex issue to address, but the practice makes it difficult to utilize the BMV driver history data in combination with ARIES to accurately determine the prevalence of drivers involved in multiple collisions.
2. Develop and maintain a system for conducting a regular inventory of traffic-related data sets
    - Develop inventory and tracking system to identify:
      - data sets
      - variable definitions
      - agency contact
      - agency procedure for data sharing
    - Explore potential analytical linkages with ARIES and other data sets

### **Indiana Bureau of Motor Vehicles**

#### **I. Overview**

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

#### **II. Vehicles**

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

Partially Meets the Standard of Evidence – Very Important

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

- Assessor Conclusions: The narrative didn't include detailed procedures for title brand information.
- Yes, the collection, reporting, and posting procedures for registration, title, and title brand information are formally documented. BMV branch and Central Office (CO) associates are given rigorous training that lasts throughout their probationary hire period, which is six months. Employees are also provided opportunities for cross-training and have regular input into the development of ongoing projects and formalization of administrative policies within their workgroup.
- Odometer Brands are documented in Chapter 10 of the Motor Vehicle Title Manual.
- Indiana utilizes the following vehicle brands:
  - Salvage and Salvage-Flood Damaged : Documented in Chapter 22 of the Motor Vehicle Title Manual
  - Rebuilt and Rebuilt-Flood Damaged: Documented in Chapter 23 of the Motor Vehicle Title Manual
  - Junk vehicles do not receive a title or brand. The title record receives a flag of 'Junk'. This process is documented in Chapter 37 of the Motor Vehicle Title Manual.

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

Does Not Meet the Standard – Somewhat Important

Evidence Requirement: Provide the process flow diagram.

- Assessor Conclusions: No flow chart currently exists.

The BMV would request that more specific detail be provided on what information specifically NHTSA/TRCC would like to see included in the diagram so that Indiana can develop appropriately.  
6/3/2013 2 Q 94/95/97: Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented in a process flow diagram?

Partially Meets the Standard – Somewhat Important

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

Assessor Conclusion: No information exists.

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

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

Q 102: When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?

Does Not Meet the Standard – Less Important

Evidence Requirement: Provide an appropriate extract from the vehicle system manual that details the process for addressing a record flagged by the crash system.

Assessor Conclusions: System does not operate per question. Explanation: The officer knows immediately of the data entry problem and cannot move on until it is corrected. No records are flagged for updating. Notification of errors is usually brought forward by the driver or vehicle owner.

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

Q110: Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet the Standard – Very Important

Evidence Requirement: Provide a complete list of vehicle system uniformity measures the State uses, including the most current baseline and actual values for each.

Assessor Conclusions: Complete list of vehicle system performance measures not provided. Reference was made to the Highway Safety Plan document, but it does not contain the performance information.

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License branches have one consistent performance measure. Title Transaction / Documentation Accuracy: 99.5% Accuracy Rate = Green Performance Rating

Q116: Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Does Not Meet the Standard – Very Important

Evidence Requirement: Describe the analyses, provide a sample report or other output, and specify the analyses' frequency.

Assessor Conclusions: The state performs no periodic or trend analyses of vehicle data. Fact sheets provide trending data used in the Highway Safety Plan and 408 plans, but does not appear to meet the intent of addressing unexplained differences identified.

No regular vehicle analyses currently exist.

Q117: Is data quality feedback from key users regularly communicated to data collectors and data managers?

Partially Meets the Standard – Somewhat Important

Evidence Requirement: Describe the process for transmitting and utilizing key users' data quality feedback to inform changes.

Assessor Conclusions: State indicated that such data quality feedback does exist and cited some examples.

Data quality feedback from key users and workgroups is submitted to data collectors and data managers through weekly, monthly, and annual reports and through service requests. ITD meetings are held throughout the year, where data managers are gathered to collaborate with IT personnel in developing solutions for working problems.

### III. Driver Data System

Q120: Can the State's DUI s data system be linked electronically to the driver system?

Partially Meets the Standard – Very Important

Evidence Requirement: Provide a narrative explanation of a State's linking protocols that demonstrated how a citation on the DUI data system is linked to a record on the driver system. Include identification of the linkage portal and organizations responsible for maintaining the link and the linking fields used.

Assessor Conclusions: While the narrative explanation does describe the electronic linkages, there is a lack of the additional details necessary to identify the linkage portal and the specific organizations responsible for maintaining the link and the linking fields used.

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

Q121: Does the driver system capture novice drivers' training histories, including provider names and types of education (classroom or behind-the-wheel)?

Partially Meets Standard – Less Important

Evidence Requirement: Provide a narrative documenting the availability of novice driver training history (including motorcycle and commercial license training), and specify the pertinent data fields and audit checks in the data dictionary or provide a sample system report.

Assessor Conclusions: The state did indicate that driver training histories were captured but no sample system report was available to determine if the detail regarding the provider names and types of education (classroom and/or behind the wheel) is captured as the standard Indicates. The BMV contracts with many vendors whom hold approved Driver Education, CDL training, Motorcycle Safety Training.

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

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

Below is a sample output for a driver that has completed online knowledge/written testing for a Commercial Driver's License at an Indiana BMV branch office, internet kiosks that indicates their grades, type and dates of testing, and examiners. The skills testing questions are written by the Federal Motor

Carrier Safety Administration (FMCSA) and reviewed by American Association of Motor Vehicle Administrators (AAMVA) before they are provided to the Indiana BMV and are

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also completed in the BMV branch location. Links to testing material, study guides, and CDL training schools are available on the BMV's website.

The BMV motorcycle training, safety, and education program coordinates its efforts with the Indiana Criminal Justice Institute (ICJI), Indiana University Purdue University-Indianapolis (IUPUI), and the American Biker Aimed Toward Education (ABATE) program on a pilot research project that will track incidents, accidents, and fatalities of motorcycle drivers throughout the state of Indiana. The program is still in development at the time of this writing. Throughout the state, four organizational groups, Harley-Davidson, Yamaha, the US Armed Forces, and ABATE hold motorcycle safety and training courses that provide students with testing waivers. These waivers will allow students to obtain a motorcycle endorsement upon successful completion.

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The Indiana BMV provides skills training, teaching practicum, and quality assurance oversight and audits on all groups that provide a BMV-approved curriculum. Last year, approximately 7,000 students successfully completed a motorcycle training and safety course in Indiana.

Q136: Are the processes and procedures for purging data from the driver system documented?

Does Not Meet the Standard – Somewhat Important

Evidence Requirement: Provide the documentation or flow diagram that describes the processes and procedures for purging data and the timelines for these actions.

Assessor Conclusions: The information provided lacked specific processes and procedures for the purging of driver data from the driver record system. Two different responses, one yes and one no, from the state involving the question related to purging driver data makes determining whether the state meets the standard difficult. Also, no flow chart was available.

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

Q137: In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?

Partially Meets the Standard – Somewhat Important

Evidence Requirement: Provide the documentation or flow diagram that describes the processes and procedures for administrative license suspension.

Assessor Conclusions: A narrative response referenced state statutes and a description of the administrative process where the BMV has the authority to administratively suspend licenses based upon a DUI arrest that is independent of adjudication. However, without a copy of the statutes and a companion flow chart, it was not possible to determine if the state fully meets the standard.

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

Q154: Are there completeness performance measures tailored to the needs of data managers and data users?

Partially Meets the Standard – Very Important

Evidence Requirement: Provide a complete list of driver system completeness measures the State uses, including the most current baseline and actual values for each.

Assessor Conclusions: The narrative description provided indicates that STARS completeness is built into the system. The BMV utilizes monthly CDLIS timeliness and accuracy reports to

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determine completeness. The BMV uses the report of performance generated by CDLIS. The other documents refer to requirements and processes but do not address performance measures. The data dictionary also does not provide performance measures.

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

Q155: Are there uniformity performance measures tailored to the needs of data managers and data users? Does Not Meet the Standard – Very Important Evidence Requirement: Provide a complete list of driver system uniformity measures the State uses, including the most current baseline and actual values for each.

Assessor Conclusions: No list of any such metrics is known to exist in the documentation provided.

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

Q 157: Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet the Standard – Somewhat Important

Evidence Requirement: Provide a complete list of driver system accessibility measures the State uses, including the most current baseline and actual values for each.

Assessor Conclusions: With the exception of the oversight related to proper access authority, the state lacks these performance measures to attain the standard of evidence for accessibility measures.

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

Q158: Has the state established numeric goals—performance metrics—for each performance measure?

Partially Meets the Standard –Very Important

Evidence Requirement: Provide the specific, State-determined numeric goals associated with each performance measure in use.

Assessor Conclusions: With the exception of the statutorily required dates for the courts, the state has not indicated any other numeric goals for other performance measures related to

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driver records. The only State-determined goal provided was the statutorily-required court records.

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

Q 160: Are independent sample-based audits conducted periodically for the driver reports and related database contents for that record?

Partially Meets the Standard – Somewhat Important

Evidence Requirement: Describe the formal audit methodology, provide a sample report or other output, and specify the audits' frequency.

Assessor Conclusions: The documentation provided only references the AAMVA sponsored CD31 audit which is the CDLIS Master Pointer Record (MPR) data quality validation and verification process. No other independent periodic, sample-based audits were mentioned.

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

Q205: Are all citation dispositions—both within and outside the judicial branch—tracked by the statewide data system?

**Does Not Meet Standard – Somewhat Important**

Evidence Requirement: Provide a narrative description of the processes by which all citation dispositions—including administrative license revocations, deferred prosecutions, and mail-ins—are captured by the statewide data system. Specify the reporting percentages for each type of citation disposition captured by the system.

Assessor Conclusions: The response indicates that the central e-ticket file does not track dispositions. While the BMV driver history database includes many dispositions, it apparently doesn't include deferrals, and it is not clear whether it includes dismissals and non-guilty findings.

STARS is equipped to collect citation information when submitted from Indiana courts. Once a court has submitted a disposition to the BMV via an SR16 a driver history action is processed. The subsequent information is then updated in an individual's driving record in automated batch processes or through manual entry. This occurs for both deferrals and dismissed verdicts, as well as court orders to conduct an amendment to a driver history. While the information is recorded into STARS if received, dismissal information will never show up on a driver's record and will not be visible to anyone outside the BMV. 6/3/2013 10 Q 206: Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?

**Partially Meets Standard – Somewhat Important**

Evidence Requirement: Provide a flow chart or audit report documenting how all types of dispositions are posted to the driver file.

Assessor Conclusions: Postings of final dispositions to the driver file do not appear to include all deferrals and dismissals.

When a SR16 is submitted via the Court Abstract Transmission System (CATS), or through other methods of delivery, resolutions of dispositions are updated in the driver record. See below for a flow chart when processed through CATS.

6/3/2013 11 Q222: Do the citation data dictionaries indicate the data fields that are populated through interface linkages with other traffic records system components?

**Partially Meets Standard – Very Important**

Evidence Requirement: Provide a list of data fields from populated through interface linkages with other traffic records system components. 6/3/2013 12

Assessor Conclusions: Interface documentation exists, although it is not part of the data dictionaries.

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

Q240: Is citation data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?

**Does Not Meet Standard – Somewhat Important**

Evidence Requirement: Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.

Assessor Conclusions: No information provided.

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

Q241: Is adjudication data linked with the vehicle file to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates and supervision)?

**Does Not Meet Standard – Somewhat Important**

Evidence Requirement: Provide the results of a sample query and describe how the linked information is used to collect vehicle information and carry out administrative actions.

Assessor Conclusions: It does not appear that adjudication information is linked to the vehicle file to support any sort of administrative actions on the vehicle itself.



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

Question 242/243: Is citation/adjudication data linked with the crash file to document violations and charges related to the crash?

Partially Meets Standard – Somewhat Important

Does Not Meet Standard – Somewhat Important

Evidence Requirement: Provide the results of a sample query and describe how the linked information is used to document violations and charges related to the crash.

Assessor Conclusions: While the citation information appears in the crash data, this does not appear to be as a result of a linkage between the data sets.

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There is a linkage between data sets. Any citation or adjudication that has been processed by a Court Case Management Systems (CMS) and electronically transmitted to the BMV will be linked to a driver and all their registered vehicles through a Customer Unique Identification (CUID) number.

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

**Section 405 Interim Progress Report**

**State: Indiana**

**Report Date: 05/13/2014 Submitted by: John Bodeker**

**Regional Reviewer:**

<b>System to be Impacted</b>	___ CRASH ___ DRIVER ___ VEHICLE ___ ROADWAY ___X___ CITATION/ADJUDICATION ___ EMS/INJURY OTHER specify:
<b>Performance Area(s) to be Impacted</b>	___ ACCURACY ___ TIMELINESS ___ COMPLETENESS ___ ACCESSIBILITY ___ UNIFORMITY ___X___ INTEGRATION OTHER specify:
<b>Performance Measure used to track Improvement(s)</b>	Narrative Description of the Measure: The goal of the Traffic Records program is to create an integrated traffic records system through a collaboration with all local, state and federal entities responsible for motor vehicle safety. The program was designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway and traffic safety programs. The Indiana Supreme Court, Division of State Court Administration through the Judicial Technology and Automation Committee (JTAC) has deployed the Electronic Citation and Warning System (e-CWS) throughout the state. JTAC also implemented Odyssey which is the case management system used by the courts. In FY 2013, 326 law enforcement agencies have been trained in the e-CWS (or e-ticket) system. The e-CWS allows officers to issue electronic citations (Uniform Traffic Tickets – UTTs). As of December 2013 there have been 172 courts in 46 of the 92 counties trained and using Odyssey. Furthermore, the number of uniform citations found in Odyssey for analysis jumped from 4,921,507 in the first month of FY-2013 to 6,007,021 in the last month of FY 2013. Once the UTTs are integrated into the e-CWS, they are also integrated (linked) into Odyssey, and the Indiana Bureau of Motor Vehicle’s system.

<b>Relevant Project(s) in the State's Strategic Plan</b>	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates: This measure is related to the traffic records improvement project which is associated with the traffic records coordinators goals and objectives of the Traffic Records Coordinating committee. This is strategic plan project # IN-D-00026, located on page 16 of the 2012 electronic strategic plan.
<b>Improvement(s) Achieved or Anticipated</b>	Narrative of the Improvement(s): Our goal to increase the number of Uniform Traffic Tickets (UTTs) issued each year and integrated into the e-CWS. The goal for FY- 2013 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year.
<b>Specification of how the Measure is calculated / estimated</b>	When a UTT is issued in the field, it is integrated into the e-CWS system through Odyssey at JTAC. JTAC maintains a count of the UTTs issued into the case management system by county and integrated into the e-CWS. The total number of UTTs integrated into the e-CWS is reported monthly by JTAC to the ICJI Program Manager. The total number of UTTs integrated into the e-CWS is presented in a bar graph by month for both the baseline period and the performance period.
<b>Date and Baseline Value for the Measure</b>	The baseline period is from 04/01/2012 through 03/31/2013. Total UTTs issued into the e-CWS system from 04/01/2012 through 03/31/2013 increased from 4,320,199 to 5,333,581.
<b>Date and Current Value for the Measure</b>	The Performance period is from 04/01/2013 through 03/31/2014. Total UTTs issued from 04/01/2013 through 03/31/14 increased from 5,435,652 to 6,165,538. This is a 12% increase. The bar graph shows continued improvement in the number of UTTs integrated into the e-CWS throughout the baseline period, AND throughout the performance period over the baseline period month by month and collectively at the end of each measurement period.
<b>Regional Reviewer's Conclusion</b>	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure
<b>If "has not" or "not sure": What remedial guidance have you given the State?</b>	
<b>Comments</b>	

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TRCC Meeting Minutes  
February 13, 2014  
10:00 A.M. – 12:00 Noon

Meeting Location: Indiana Criminal Justice Institute Offices, 101 W. Washington St., Suite 1100 E.  
Indianapolis, IN 46204

Stakeholders Present: John Nagle, Roger Manning, Guy Boruff (INDOT); Andrew Tarko, Jose Thomaz (Purdue University); Camry Hess, Murray Lawry, Jessica Skiba, Brian Carnes (ISDH); Annette Page (JTAC); Jeff Stokes, Steve Leak (BMV); Craig Roth, Kevin Sifferlen (APPRISS); Larry Jenkins (ISP – FARS); Chris Daniels (State Prosecutors Office); Dona Sapp (Indiana University)

ICJI Staff Present: Ryan Klitzsch, John Bodeker, Garrett Mason

The meeting was called to order at 10:05 am. All stakeholders and staff present introduced themselves and identified who they represented.

Ryan Klitzsch gave a general report on the status of activities, projects and grants currently being conducted by the Traffic Safety Division, and a brief preview of some of the items that will be addressed in the near future.

Several Traffic Records Issues were then addressed as identified in the agenda.

Updating the mile marker numbers on I-69 in APPRISS and the E-Citation systems. Craig Roth reported that the updated mapping layers for the I-69 changes had been received from INDOT and the correction was in progress. Testing will begin on 02/14/2014. Annette Page reported that JTAC also has the updated mapping. Guy Boruff asked if the data collected from the previous I-69 mile marker numbers would be updated. Roger Manning stated that information was being addressed as an aspect of a new Public/Private Portal currently being developed. Note: In an e-mail sent after the meeting, Annette Page stated that JTAC will be testing the update to their mapping component in eCWS to reflect the changes made as it relates to the new mile markers. This update will go into a eCWS release by the end of March 2014.

The issue of an electronic Tow-In Form was discussed. Annette Page stated that an electronic Tow In form was currently being tested at JTAC and it would be available soon.

The possibility of developing an electronic Deer Kill Permit form was discussed. This topic created substantial and lively discussion. The general consensus was that Deer Kill Permits are in great demand, there are thousands of deer/car crashes occurring annually, even people not involved in a deer/car crash often make requests for the involved deer, and an electronic Deer Kill Form would save a substantial amount of time and effort for the police and DNR officers working these incidents. Annette Page requested a hard copy of the deer Kill Permit. John Bodeker agreed to get one of these permits and forward it to Annette. Annette speculated that it might be possible to develop a fillable PDF for the Deer Kill Permit.

The status of the 2014 Traffic Records State Strategic Plan and issues related to it were discussed. John Bodeker reported that most sections of the plan as identified in the Federal Register as required components had been created and forwarded to Curtis Murff at the NHTSA regional office for review. As of this meeting date, there had not yet been a response from Mr. Murff regarding the draft plan.

A summary of the most recent State Assessment was handed out. It identified the compliance status of the current CJI priority areas as measured by the NHTSA evaluators. Ryan Klitzsch reviewed this report in

terms of our current priority areas for grants, and whether there were any other areas that ICJI should consider for future grants.

Brian Carnes of the Indiana State Department of Health (ISDH) suggested that EMS data collection could be an additional funding area. Discussion followed. Jose Thomaz from the Purdue Center for Road Safety (CRS) stated that it would be important to link persons in crashes to the hospital where they were sent. It is important to collect EMS data to increase the probability of making that link. Brian Carnes stated that the ISDH has over 280,000 EMS runs currently in their database. They are currently working on ways to identify methods to link patients from crash, to EMS, to hospital and finally to rehabilitation. Jose Thomaz noted that the CRS has received no EMS data for the past two years. Brian Carnes noted that old EMS data was never updated into NEMSIS. Brian noted that the ISDH is currently using NEMSIS II and is preparing to implement NEMSIS III. He also noted that the ISDH is collecting over 1,000 EMS runs per day.

Brian Carnes gave an update on the EMS Commission Status. He noted that data has been an ongoing issue with the Commission. The ISDH has offered to be the sole collector of data for the EMS Commission. Currently, 44 other states have EMS data collection located in their respective Departments of Health. In Indiana in 2013, a new administrative rule went into effect requiring all hospitals with emergency rooms to send all EMS data collected to the ISDH.

Sergeant Larry Jenkins of the Indiana State Police provided a FARS report. Although the FARS staff was unable to attend the TRCC meeting due to a required training session, a handout of the FARS fatality report to date was distributed. Sergeant Jenkins noted that FARS was still trying to reconcile four outstanding fatalities from 2013.

John Bodeker (CJI) reported on Indiana motorcycle fatalities for 2013. There were 117 motorcycle fatalities in Indiana in 2013 which was a 23% drop over the 151 fatalities experienced in 2012, and was back in line with the fatality totals of 2011 (118). Moped fatalities continue to constitute a substantial portion of motorcycle fatalities. There were 22 moped fatalities in 2011, and 24 moped fatalities in both 2012 and 2013. Two other notable trends in fatalities involved the at-fault rider and the unlicensed rider. In 2013, 67% of motorcycle operators involved in fatal collisions were at fault. This is a much higher percentage than in past years. Unlicensed riders still comprise about 68% of all motorcycle fatalities. However, of the unlicensed rider fatalities, 31% had driving records with multiple suspensions, multiple citations, an OWI conviction and several were HTV.

Using the re-designed ABATE of Indiana database, all motorcycle fatalities for 2013 were cross referenced to determine how many had completed a motorcycle rider training course within the past ten years. Of the 117 motorcycle operators involved in fatal crashes in 2013, only nine (8%) had been in a motorcycle training course in the past 10 years. By comparing the total number of motorcycle riders trained in the past ten years (64,373) with the total current population of individuals with a motorcycle endorsement (321,260), trained riders comprise 20% of the total riding population. This would indicate that trained riders are about two and a half times less likely to be involved in a fatal motorcycle crash.

The discussion on multiple license suspensions for unlicensed motorcycle operators led to Chris Daniels of the Indiana Prosecutor's Office to provide an update on legislation pertaining to interlock devices on cars, and a bill that would remove some mandatory suspensions. Removing certain mandatory suspensions from the law would assist judges in their discretion in helping people out of the cycle of multiple suspensions being issued. This could have an effect on the unlicensed motorcycle operators with multiple suspensions.

The ICJI will again be a sponsor for the Miracle Ride for Riley Children's Hospital in 2014. As a sponsor, ICJI receives 20 VIP passes. It was decided that, on a first come first served basis, those passes would be provided to motorcycle police officers who wished to participate in the ride. The committee was asked to provide the names of any motorcycle police officers who might want to use these passes. It was also requested of the BMV that it provide the number of new motorcycle endorsements issued between June 1, 2013 and November 1, 2013, and also provide that same information for the June 1 through November 1, 2014, when that data is available. This metric was promised to the Office of Budget and Management as a potential measure of the effectiveness of the "GET LEGAL GET LICENSED" message provided throughout the Miracle Ride.

Dr. Andrew Tarko of the CRS provided a presentation on the summary of a research paper he just completed on the safety effect of driver education in Indiana. The key result from this paper was that driver education seemed to be about 6% effective in reducing teen crashes as compared to control groups without driver education. Dr. Tarko also made a presentation on other projects conducted by the CRS for ICJI in 2012-2014. One project measured the relationship between motorcycle crashes, age and weather. Another compared the characteristics of first time DUI offenders and repeat DUI offenders. Finally, he reviewed their project of screening roads for high crash locations.

Jose Thomaz discussed the huge volume of data reviewed.

Ryan Klitzsch reported on a new project of observing pre-identified sections of roadway as project centipede.

#### STAKEHOLDER REPORTS:

Annette Page reported out for JTAC. Currently, 341 agencies are using e-tickets. There will be three new agencies on board by the end of February, and six new agencies are in the pipeline. There are 6.2 million citations in the system. They are currently working on four enhancements to the system. Impairment and tow in forms will come out later this year, while mapping and the LOVE voucher will come out in March. Odyssey currently has 175 courts deployed in 48 counties out of a total of 380 trial courts.

Dona Sapp reported out for Indiana University (IU) Center for Traffic Safety. They are currently working on improvements to the 2013 Fact Sheets. They have been working with FARS and APPRISS to reconcile the different parameters that FARS and APPRISS use in determining traffic related fatalities before that data is reported to IU. The first Fact Sheets are due around May 1.

Brian Carnes (ISDH) reported on the types of data collection and reporting that is done by the ISDH. (NOTE: Jose Thomaz recommended that the ISDH and Purdue work together to reduce any duplication of efforts in data collection.) Jessica Skiba reported on the EMS Registry. Jessica noted that the NEMESIS format for locations uses street addresses.

Jose Thomaz reported for Purdue CRS. Jose had discussed using the ABATE database to collect motorcycle student data with crash and driving records. This effort is still being pursued.

Guy Boruff (INDOT) was concerned that officers were not clear on reporting a secondary crash as opposed to a secondary incident. He suggested that APPRISS work to further define these two items in the system.

Chris Daniels (Indiana Prosecutor's Office) reported on the status of the Moped Bill (the main result of this bill would be to require a license plate – registration – on vehicles that are currently defined as motor driven cycles or that do not meet FMVSS). The Bill has currently passed the House and is scheduled for a committee hearing in the Senate.

Roger Manning (INDOT) noted that this will be John Nagle's last TRCC meeting as he will be retiring after 36 years of service to the Department of Transportation. The members of the TRCC offered their congratulations and best wishes to John as he moves on to sun and surf on the Gold Coast of Alabama.

Meeting was adjourned at 12:00 Noon.

TRCC Meeting Minutes  
June 12, 2014  
10:00 A.M. – 12:00 Noon

Meeting Location: Indiana Criminal Justice Institute Offices, 101 W. Washington St., Suite 1100 E.  
Indianapolis, IN 46204

Stakeholders Present: Michelle Dunn, Angelique Cubel, Katie Gatz, Camry Hess, Dona Sapp, Jose Thomaz, Andrew Tarko, Steve Leak, Kathy Wasson, Angie Biggs, Mike Garvey, Travis Thickston, Jeff Stokes, Guy Boruff, Mike Holowaty, Roger Manning, Kevin Sifferlen, Rick Drumm.

Staff Present: Gary Abell, Dave Garrison, John Bodeker

The Committee reviewed the last meeting's minutes. Andrew Tarko moved to accept the minutes as corrected. Guy Boruff seconded. Minutes were accepted unanimously.

Dave Garrison introduced himself as the new Director for the Traffic Safety Division and offered opening remarks to the Committee. Introductions were made by all members and staff present.

Jose Thomaz gave a review of the status of the currently ongoing seatbelt surveys.

Staff reported that a draft of the 2015 Highway Safety Plan (HSP) had been provided to the NHTSA Regional Office for review.

There were several updates to items discussed in the previous TRCC meeting. Kathy Wasson reported that the update to correct the changed mile markers on I-69 from Indianapolis to the Michigan border was in program testing. Also, the development of the electronic tow-in form was in progress.

John Bodeker reported that the Law Enforcement Liaisons had been reminded at their last meeting to review their Law Enforcement Agencies status on timeliness on the ARIES website, and encourage those agencies who were below 90% compliance on timeliness to increase their efforts to submit crash reports within five days.

Kevin Sifferlen reported that ARIES 5.1 will be launched this Fall. He noted that currently, Indiana's timeliness and mapping were the best in the country. Steve Leak asked if edits to ARIES 5.1 on the new moped requirements could be added. Kevin stated that the new moped edits will be added to ARIES 5.1.

Dona Sapp asked how the latitude/longitude mapping data was collected. Kevin Sifferlen stated that between 90% and 93% of all reports are automatically locked in using point and click technology. The rest can be fixed at ARIES when the autolock does not occur. Kevin recommended that individuals can go to [ARIES@APPRISS.com](mailto:ARIES@APPRISS.com) if they experience latitude/longitude issues.

Guy Boruff asked if warning tickets go into the e-CWS. Kathy Wasson replied yes, they are also part of the Uniform Traffic Ticket (UTT) system.

John Bodeker reported on state motorcycle fatalities for 2014. Through May 31, 24 motorcycle fatalities had been reported through ARIES. This compares to 27 motorcycle fatalities through the same date in 2013; 37 through the same date in 2012; and 24 through the same date in 2011.

#### Agency Reports:

Kathy Wasson (JTAC) reported on the status of e-CWS and Odyssey trainings conducted, and the number of citations filed and integrated through the system. Kathy also reported on the current status of the LOVE voucher program. Dona Sapp asked if officers issuing citations are required to enter race/ethnicity on those citations. Kathy responded that decision was up to the individual officer. Kathy also reported that JTAC expects to release the new 3.4 version of e-CWS in mid-July.

Dona Sapp (PPI) reported on the status of the Fact Sheets and the County Profile Book. Currently, drafts of the Fact Sheets for Motorcycles, Occupant Protection, Dangerous Driving and Trucks are available for review. The County Profile Book has been revised with just one map which is larger and more legible than the maps used previously. Dona asked that anyone who has comments or suggestions on the Fact Sheets or the County Profile Book should contact her.

Katie Gatz (ISDH) reported that the Department of Health's EMS data collection now has over 100 EMS services reporting. The ISDH is adding rehabilitation to the Patient Care section of its reports. Also, the ISDH can now provide patient identifiable data for research purposes. Katie noted that the FARS staff was instrumental in helping the ISDH develop this capability. Finally, Katie reported that the ISDH is currently applying for a grant through the CDC which would allow the Department to collect and report details on violent deaths. The Department should know the results of the application in late summer.

Roger Manning asked if there could be a linkage on the crash report that would include not only the EMS provider, but also destination of the patient. It was decided to include discussion on this subject on the agenda for the next TRCC meeting.

Andrew Tarko (Purdue) reported on three projects the Center for Road Safety was currently conducting. The Seatbelt Survey had already been reviewed by Jose Thomaz. Andrew reported on the project for linkage between crashes and medical data, and a data analysis of the Road Network Screening. Andrew also reported on an on-going project regarding motorcycle crashes and individuals taking a rider training course. Purdue has already identified approximately 22,000 people who took a rider training course over the past 10 years. They plan to compare those people with motorcycle riders who did not take a training course over the same period. Andrew expected results by the end of the current fiscal year.

Steve Leak asked Andrew to send him the types of data fields he needs for the motorcycle research and the BMV can add those fields to the requirements of the course contractor providing the course data.

Angelique Cubel (FARS/ISP) reported that the current total fatality numbers for the state were 57 fewer than the same date in 2013. Rick Drumm asked when the 2013 fatality numbers were finalized. Angelique replied that those numbers will not be finalized until after December of 2014.

Kevin Sifferlen (APPRISS) reported that the updated ARIES 5.1 should be available in the Fall. Kevin noted that the new version will have a lot of new data and inquiries available.

Mike Garvey (Homeland Security) reported that Gary Robeson has retired from the Department. Mike introduced Angie Biggs who will be filling Gary's role on the TRCC until that position is filled.

Steve Leak (BMV) reported that the required test for Class B motor driven cycles (mopeds) was being developed. Steve noted that the legislature's intent was for this test to be a simple test based mainly on road sign recognition and understanding. Steve stated that the BMV is currently looking at a 25 question test with an 80% correct passing requirement. This test should be ready for implementation on December 7, 2014. Also, Steve noted that a public information and education campaign regarding the new Class B motor driven cycles requirements was being developed.

Travis Thickston (Indiana Excise Police) reviewed the "Point of Last Drink" program for the Committee. The purpose of the program is to try to determine the point of the last drink(s) consumed by an individual arrested for violation of Indiana alcohol laws. If the point of last drink(s) can be ascertained, then it's possible that the establishment and/or servers who provided that/those drink(s) could be cited for serving an intoxicated customer. Travis emphasized that cooperation from local law enforcement agencies is critical to the success of this program and asked for the agencies present to assist as they best can in supporting this effort. Travis also noted that in the long term, the crash reporting system could be used to determine the point of last drink(s) data, and link that data to the State Excise Police. Kevin Sifferlen noted that the Excise Police could currently request an extract from APPRISS on crash reports to assist in determining the point of last drink(s).

Roger Manning and Mike Holowaty reported for INDOT. They reported that INDOT is currently working on the State Highway Strategic Plan and is also working cooperatively with the ICJI in the development of the State Highway Safety Plan. They are also working on determining the proper reporting nomenclature for injuries and deaths as required by the FHWA and the NHTSA. Roger also noted that INDOT's goal was zero deaths, and that the Public Portal issue that was discussed at the previous TRCC meeting has been delayed.

Rick Drumm (FHWA) reported that the federal rule making process is on-going.

With no further reports or business to discuss, a motion to adjourn was requested.

Roger Manning so moved. Angelique Cubel seconded. Motion to adjourn was unanimous.

Meeting was adjourned at 11:40 am.

TRCC MEETING MINUTES  
June 25, 2014  
10:00 A.M. – 11:00 A.M.

Meeting Location: Indiana Criminal Justice Institute Offices, 101 W. Washington St., Suite 1100 E.  
Indianapolis, IN 46204

Stakeholders Present: Katie Gatz, Camry Hess, Jose Thomaz, Andrew Tarko, Steve Leak, Jeff Stokes, Lenora Price, Mike White, Dona Sapp, Angelique Cubel, Rick Drumm, Roger Manning, Kevin Sifferlen, Craig Roth, Annette Page, Kathy Wasson, Larry Jenkins, Mike Garvey

Staff Present: Dave Garrison, John Bodeker, Garrett Mason, Brittany Roe

The meeting was called to order at 10:00 A.M. All stakeholders and staff introduced themselves. The Committee reviewed the last meeting's minutes and offered several corrections. Mike White moved to accept the minutes as corrected. Steve Leak seconded. The minutes were approved unanimously.



Under Old Business, the issue of whether the ability existed for crash reports to include patient destination as well as the EMS unit number was continued from the previous TRCC meeting. After discussion involving the Department of Health, INDOT, Purdue and APPRISS, it was determined this would be possible, but difficult to achieve. It was determined to continue to discuss this issue as an action item for future meetings.

There was an open discussion on the reporting of fatalities from the State's Trauma Centers and the effect that had on reports from PPI and FARS. It was decided that offline discussions between the Department of Health, ICJI, PPI and FARS would be conducted to take into account the quarterly reporting by Trauma Centers which is required by administrative rule.

Under New Business, Garrett Mason discussed the recent release of a study which identified Indiana's teen driver fatality rate as the worst in the nation. Garrett pointed out several serious flaws in the study design and recommended that we not respond formally to the study.

John Bodeker reported on funding levels and grant timelines for the sub-grantees on the Committee. While funding levels are not currently known, indications are that funding levels are expected to be close to last year's levels. Also, after Dave Garrison and John Bodeker have further discussions next week, information on grant application timelines should be forthcoming after the July 4<sup>th</sup> weekend.

#### Stakeholder Reports:

Annette Page/Kathy Wasson (JTAC) – There were no new issues to report.

Craig Roth/ Kevin Sifferlen (APPRISS) – The rollout for ARIES 5.1 is still on track for this Fall.

Roger Manning (INDOT) – No new issues.

Rick Drumm (FHWA) – No new issues.

Angelique Cubel (FARS) – No new issues.

Mike Garvey (Homeland Security) – Mike reported that Homeland Security was in the process of implementing a statewide EMS plan. They are also working to see how they can include the “zero deaths” policy into that plan.

Dona Sapp (PPI) – Dona reported that the CJI should now have all fact sheets except Children and Young Drivers. Those sheets and the County Profile Book should be ready next month.

Steve Leak (BMV) – No new issues. Still working on the requirements of the motor driven cycle bill.

Andrew Tarko/Jose Thomaz (Purdue) – At the last TRCC meeting Jose reported that 90 seatbelt survey sites had been completed. As of this meeting date, that number had increased to 145. They are well on their way to completing the total of 190 sites.

Katie Gatz/Camry Hess (ISDH) – Katie reported that at the EMS Commission Meeting last week, two new hospitals were brought on board.

Roger Manning moved to adjourn. Larry Jenkins seconded. Vote to adjourn was unanimous.

Meeting was adjourned at 11:00 A.M.

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

**Mission Statement:**

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

**Authority:**

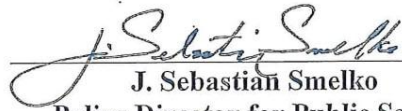
A Traffic Records Coordinating Committee (TRCC) should:

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

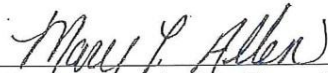
The Undersigned are committed to this Memorandum of Agreement and the Traffic Records Strategic Plan to the extent of committing resources both financial and personnel as witnessed by their signature effective June 1, 2012.



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



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



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



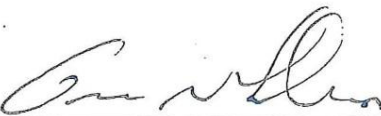
Michael B. Cline, Commissioner  
Indiana Department of Transportation  
(VMT, State Roadway Inventory)



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



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



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



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

### *Attachment 3: Motorcyclist Safety*

#### 405 F – Motorcyclist Safety (23 CFR 1200.25)

Applying under Motorcyclist Awareness Program:

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

#### **IC 9-27-7-3**

##### **Bureau to develop a motorcycle operator safety education program**

Sec. 3. The bureau shall develop and administer a motorcycle operator safety education program that, at a minimum, must:

- (1) provide motorcycle operator education;
- (2) provide instructor training;
- (3) increase public awareness of motorcycle safety; and
- (4) evaluate and recommend improvements to the motorcycle operator licensing system.

*As added by P.L.145-2011, SEC.22.*

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

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

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

#### AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM (ARIES)

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

#### INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE (PPI)

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

#### ODYSSEY CASE MANAGEMENT SYSTEM

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

#### PURDUE CENTER FOR ROAD SAFETY (CRS)

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

#### FATALITY ANALYSIS REPORTING SYSTEM (FARS)

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

#### OPERATION PULL OVER (OPO) DATABASE

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

#### ORACLE BUSINESS INTELLIGENCE ENTERPRISE EDITION (OBIEE) – INDOT ANSWERS

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

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

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

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

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

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

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

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

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

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

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

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

**Objectives**

- Reduce the incidence of traffic collisions, injuries, and fatalities that result from impaired driving and motorcycle riding, speeding, improper restraint use, distracted and aggressive driving by utilizing highly targeted social media, radio, and earned media which is effectively communicated;
- Raise awareness of national traffic safety campaigns through statewide paid media (primarily social and radio), in conjunction with localized earned media. These efforts will publicize statewide HVE efforts;
- Build and sustain partnerships with key individuals and organizations to maintain awareness, between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods;
- Plan and execute a series of communication activities which effectively convey the dangers and consequences of impaired, dangerous, and distracted driving behaviors, in addition to increasing seat belt usage. Paid and earned media exposure will successfully heighten awareness and increase positive behavioral change;
- Maintain an integrated calendar of paid and earned media events.

**Key Messages and Target Audiences****Occupant Protection****Target Audiences:**

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

**Key Message**

- Click It or Ticket

**Motorcycle Safety and Awareness****Target Audiences**

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

**Key Messages**

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

**Child Passenger Safety****Target Audiences**

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

**Key Messages**

- Visit [ChildSeat.in.gov](http://ChildSeat.in.gov)
- Protect Your Precious Cargo

**Young Driver Safety****Target Audiences**

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

#### Key Messages

- Drive Now. TXT L8R

#### Bicyclist and Pedestrian Safety

##### Target Audiences

- Primary – All Hoosiers, particularly adults who use alternative forms of transportation

##### Key Messages

- Share the Road

#### Dangerous and Distracted Driving

##### Target Audiences

- Primary – All drivers ages 15 to 45

##### Key Messages

- Drive Now. TXT L8R

#### Impaired Driving and Riding

##### Target Audiences

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

##### Key Messages

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

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

**CONTINUED ON NEXT PAGE**



MARION	21,185	DUBOIS	1,406
LAKE	13,646	CASS	1,376
ALLEN	10,249	GIBSON	1,355
HAMILTON	7,571	KNOX	1,321
PORTER	7,222	WASHINGTON	1,314
SAINT JOSEPH	6,904	ADAMS	1,293
ELKHART	6,719	STARKE	1,262
HENDRICKS	5,721	JEFFERSON	1,215
JOHNSON	5,195	WELLS	1,212
VANDEBURGH	5,000	CLAY	1,197
MADISON	4,920	JENNINGS	1,189
LAPORTE	4,770	LAGRANGE	1,178
TIPPECANOE	4,666	DECATUR	1,135
HOWARD	3,794	WHITE	1,129
MORGAN	3,661	RANDOLPH	1,091
CLARK	3,533	RIPLEY	1,077
KOSCIUSKO	3,463	POSEY	1,074
GRANT	3,449	DAVISS	1,062
VIGO	3,322	JAY	1,043
DELAWARE	3,273	FULTON	1,024
MONROE	3,190	CARROLL	1,008
HANCOCK	2,903	OWEN	981
BARTHOLOMEW	2,899	FRANKLIN	923
WAYNE	2,703	FAYETTE	913
FLOYD	2,342	SCOTT	908
BOONE	2,280	NEWTON	805
MARSHALL	2,273	ORANGE	801
DEARBORN	2,262	BROWN	784
WARRICK	2,235	VERMILLION	770
NOBLE	2,127	TIPTON	769
DEKALB	2,079	PERRY	759
SHELBY	2,049	SULLIVAN	758
LAWRENCE	1,991	SPENCER	740
HENRY	1,918	RUSH	720
MIAMI	1,890	BLACKFORD	706
JACKSON	1,808	PULASKI	668
WABASH	1,647	PARKE	643
WHITLEY	1,632	FOUNTAIN	630
HUNTINGTON	1,620	PIKE	579
HARRISON	1,616	MARTIN	375
GREENE	1,559	SWITZERLAND	360
STEUBEN	1,542	CRAWFORD	359
JASPER	1,473	WARREN	341
MONTGOMERY	1,456	BENTON	295
PUTNAM	1,441	OHIO	267
CLINTON	1,431	UNION	247
		TOTAL	221,691

ADAMS	1,293	LAWRENCE	1,991
ALLEN	10,249	MADISON	4,920
BARTHOLOMEW	2,899	MARION	21,185
BENTON	295	MARSHALL	2,273
BLACKFORD	706	MARTIN	375
BOONE	2,280	MIAMI	1,890
BROWN	784	MONROE	3,190
CARROLL	1,008	MONTGOMERY	1,456
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JEFFERSON	1,215	WABASH	1,647
JENNINGS	1,189	WARREN	341
JOHNSON	5,195	WARRICK	2,235
KNOX	1,321	WASHINGTON	1,314
KOSCIUSKO	3,463	WAYNE	2,703
LAGRANGE	1,178	WELLS	1,212
LAKE	13,646	WHITE	1,129
LAPORTE	4,770	WHITLEY	1,632
		TOTAL	221,691

#### Applying as a Law State:

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

**IC 9-27-7-7****Establishment of fund**

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

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

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

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

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

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