

# State of Indiana

## FY 2018

# Traffic Safety Annual Report



# FISCAL YEAR 2018 ANNUAL REPORT

## **PREPARED FOR:**

**U.S. DEPARTMENT OF TRANSPORTATION**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

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## Introduction

The Indiana Criminal Justice Institute (ICJI) Traffic Safety Division (TSD) allocates federal funds throughout Indiana to support programs designed to fulfill its mission:

.....  
“Safer Hoosier Roadways at Every Turn.”  
.....

By using updated crash data, ICJI implements countermeasures and reduces crashes throughout the state.

The TSD is comprised of a division director who coordinates the efforts of support staff, including an impaired driving program manager, a motorcycle safety and traffic records program manager, a traffic safety research associate, an occupant protection program manager, a young driver and child passenger program manager, an impaired driving training coordinator, traffic-safety resource prosecutor, judicial outreach liaison, and six law enforcement liaisons (LELs) located regionally across Indiana. ICJI utilizes its in-house Statistical Analysis Center to assist in preparing and analyzing the data collected. ICJI also uses the resources and expertise of the Public Policy Institute (PPI) within the Indiana University-Purdue University Indianapolis School of Public and Environmental Affairs, the Center for Road Safety (CRS) located at Purdue University, and the Traffic Records Coordinating Committee.

ICJI promotes traffic safety initiatives on state and local roadways through the implementation of a comprehensive Highway Safety Plan. The HSP is a major component and requirement of the Highway Safety Improvement Program (23 U.S.C. § 148). It is a statewide, coordinated, data-driven, multi-year comprehensive plan that provides the overall framework for reducing highway fatalities and serious injuries on all public roads. It establishes statewide goals, objectives, and key emphasis areas, while integrating the four E's of highway safety – engineering, education, enforcement and emergency medical services (EMS). The HSP allows highway safety programs and partners in the state to work together in an effort to align goals, leverage resources and collectively address the State's safety challenges.

In addition to the HSP, this Annual Report is an account of the previous fiscal year's activities and accomplishments in response to the targets set forth in the HSP. The performance plan explains the evaluation process and whether the targets were reached. Each program report section details project details, and evaluation where applicable for each program area. This is followed by sections on paid marketing and communications, LEL highlights, and finally the fiscal summaries. The goal of this document is to illustrate the activities of FY 2018 to external stakeholders, serve as an internal tool for reflection and measurement of project objectives, and stimulate ideas and improvements that can be made in FY 2019 and beyond.

## *Evidence-Based Traffic Safety Enforcement Plan Summary*

Evidence-based enforcement begins with an analysis of appropriate data to launch the process of problem identification. Proven countermeasures and strategies that target identified problems are then deployed using clearly defined SMART objectives from program outset. Following the deployment of countermeasures, evidence-based enforcement requires continuous data collection, review, assessment, adjustment, implementation, and completion. This process then begins again for constant fluid improvement assessment.

Prior to awarding any funds to subgrantees in FY 2018, ICJI conducted a thorough review of current data resources, and reports provided in subgrantees proposals. This review occurred between the submission of the FY 2018 HSP and the awarding of funds. ICJI staff received the most recent data, reports, and analysis during that time. This data was used for problem identification and implemented using identified selections from *Countermeasures That Work*.

Evidence-based enforcement is monitored for effectiveness by the six LELs utilizing site visits and continuous monitoring of all TSD law-enforcement agency subgrantees. This included an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that were high risk or failed to properly deploy evidence-based enforcement received an increased level of monitoring, access to support, documented access to additional resources, and follow-up from a TSD Program Manager or the Division Director.

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

## Performance Measures and Targets

Figure 1: Performance Targets and Current Figures

ANNUAL STATISTICS FOR TRAFFIC SAFETY PERFORMANCE MEASURES															
Outcome Measure												Sources			
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Targets 2018 <sup>^</sup>	Data Source 2008-2016	Data Source 2017	
NHTSA CORE MEASURES	C-1	Traffic Fatalities	693	754	751	781	784	745	817	829	914	851	846	FARS	FARS Projected
	C-2	Incapacitating Injuries	3,179	3,443	3,405	3,816	3,441	3353**	3695**	3505**	3507**	3230**	3,577	PPI	ARIES Projected
	C-3	Fatalities Per 100 Million Vehicle Miles Traveled	0.90	1.00	0.98	0.99	1.00	0.94	1.04	1.00	-	-	1.07	FARS	FARS/INDOT Projected
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	206	208	192	214	202	190	221	251	210	239	211	FARS	ARIES Projected
	C-5	Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	207	194	207	230	199	160	170	215	220	203 <sup>^^</sup>	171	FARS	ARIES Projected
	C-6	Speeding-Related Fatalities	174	190	153	185	218	204	233	213	208	211	226	FARS	ARIES Projected
	C-7	Total Motorcycle Fatalities	111	111	118	152	115	124	108	101	149	117	107	FARS	ARIES Projected
	C-8	Unhelmeted Motorcycle Fatalities	84	88	95	116	82	89	79	72	105	81	77	FARS	ARIES Projected
	C-9	Drivers Aged 20 and Under Involved in Fatal Crashes	116	125	100	130	104	87	120	107	123	95	111	FARS	FARS Projected
	C-10	Pedestrian Fatalities	50	62	62	59	76	78	96	87	101	105	87	FARS	ARIES Projected
	C-11	Bicyclists and Other Cyclists Fatalities	7	13	11	15	14	12	12	19	13	24	12	FARS	ARIES Projected
	B-1	Observed Seatbelt Usage Rate (%)	92.6	92.4	93.2	93.6	91.6	90.2	91.9	92.4	93.0	93.4	91.1	CRS	CRS
	A-1	*Number of Seat Belt Citations During Grant Funded Enforcement	113,577	105,746	99,077	82,961	70,134	65,542	63,383	54,704	46,311	45,284	-	OPO	OPO
	A-2	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	8,975	8,257	7,907	7,950	6,916	5,983	4,993	5,776	5,966	5,556	-	OPO	OPO
A-3	*Number of Speeding Citations and Arrests During Grant Funded Enforcement	100,230	107,151	86,702	56,181	53,732	48,092	71,638	52,608	50,244	45,512	-	OPO	OPO	
16	Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.46	1.67	1.66	1.78	1.83	1.61	1.85	1.67	1.90	-	1.73	FARS	FARS/PPI Projected	
17	Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.57	0.59	0.57	0.52	0.51	0.55	0.59	0.56	0.70	-	0.58	FARS	FARS/PPI Projected	
18	Motorcycle Fatalities per 100k Registrations <sup>^*</sup>	54.15	54.15	57.73	68.13	52.60	55.69	48.35	45.17	57.20	53.73	44.86	FARS	ARIES/BMV Projected	
19	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.27	0.26	0.27	0.29	0.25	0.25	0.22	0.26	-	-	0.22	FARS	FARS/PPI Projected	
20	Children Aged 15 and Under Killed in Traffic Collisions	35	33	38	30	40	20	35	20	42	33	31	PPI	ARIES Projected	

Sources: U.S. Department of Transportation and NHSTA Traffic Safety Facts: Indiana 2012-2015 Final and FARS 2017 ARF, OPO Database, Indiana University Public Policy Institute (PPI), Purdue University Center for Road Safety (CRS), Indiana Bureau of Motor Vehicles (BMV), Indiana Department of Transportation (INDOT), daily Fatality Analysis Reporting System (FARS) Indiana Fatality Report, United States Census Bureau (US Census), Federal Highway Administration Highway Statistics, and the Indiana State Police Automated Reporting Information Exchange System (ARIES).

Note (1): Where "Date Source 2018" is noted as "Projected", data was pulled for January 1, 2018 through November 30, 2018 and retrieved December 14, 2018. These 11 months of data were used to project 2018 annual figures.

\* Denotes a federal fiscal year statistic

<sup>^</sup> 2018 Targets taken from FY 2018 HSP

\*\*A change in reporting methodology implemented during October 2014, resulted in a large increase in Incapacitating Injury crash counts starting in 2014.

<sup>^^</sup>Projected based on number of motorcycle registrations as of November 30, 2018

1

<sup>1 1</sup> Prior to 2014 an incapacitating injury represented anyone transported to a hospital. After 2014 this was defined as: a non-fatal injury that prevents the injured person from walking, driving or continuing the activities the person was capable of performing before the injury occurred (found in ARIES Manual)

## Data

The data sources used for each year, 2009-2018, are noted in Figure 1 above. Several TSD's data partners house, track, compile and analyze data used by the TSD to make programmatic adjustments to advance towards the completion of program objectives. To determine calendar year 2018 data projections, the Indiana State Police (ISP) pulled data from the Automated Reporting Information Exchange System (ARIES) and Fatality Analysis Reporting System (FARS) in December 2018 for the period of January 1, 2018 through November 30, 2018. The data for this period was divided by 11, to represent the months with valid data, the resulting quotient was then added to the original 11 month figure to achieve the projected 2018 figure.

The data compiled in *Figure 2. Citations During Grant Funded Enforcement Activities, FY 2018* were taken from the Operation Pull Over (OPO) database. Law enforcement agencies report grant funded activities directly into this database.

Figure 2: Citations During Grant Funded Enforcement Activities, FY 2018

Citations During Grant Funded Enforcement Activities, FY 2018					
Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2018
<i>Seat Belt</i>	30,809	50	2,909	11,516	45,284
<i>Child Restraint</i>	4,881	39	262	707	5,889
<i>Misdemeanor DUI</i>	183	99	2,520	2,147	4,949
<i>Felony DUI</i>	34	15	443	119	611
<i>Drug DUI</i>	36	19	442	134	631
<i>Underage Alcohol</i>	13	5	137	30	185
<i>Suspended License</i>	3,169	169	2,869	3,260	9,467
<i>Speed</i>	9,649	46	6,173	21,813	37,681
<i>Motorcycle Permit/ License Violation</i>	100	10	107	81	298
<i>Criminal Misdemeanor</i>	927	131	2,148	4,369	7,575
<i>Criminal Felony</i>	305	24	772	977	2,078
<i>Texting</i>	110	1	67	580	758
<i>All Others</i>	12,345	778	22,129	25,930	61,182
<b><i>Grand Total</i></b>	<b>62,561</b>	<b>1,386</b>	<b>40,978</b>	<b>71,663</b>	<b>176,588</b>

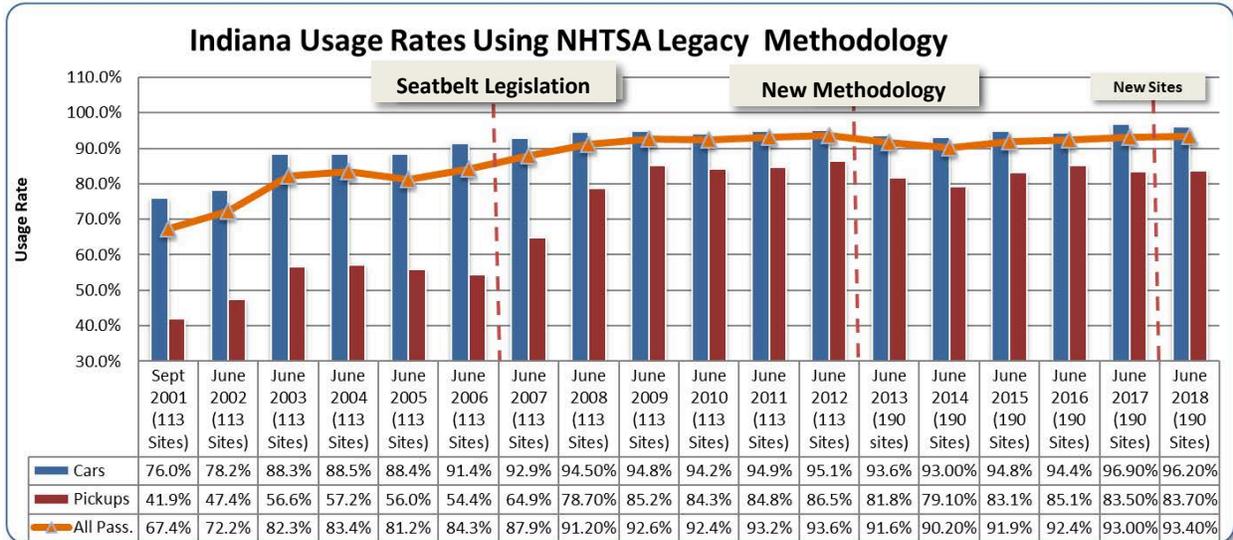
Source: OPO database

## Occupant Protection

ICJI’s occupant protection program is designed to increase seat belt usage by educating the public about the proper use of seat belts and child restraint systems, coupled with law enforcement efforts to promote compliance with the Indiana’s occupant protection laws.

In 2018, there were an estimated 239 unrestrained passenger-vehicle fatalities. The number of unrestrained passenger fatalities in 2018 increased 13.8 percent from 2017, or by 29 people.

Figure 3: Seat Belt Usage Rates 2001-2018



Source: CRS

In June 2018, the LELs conducted an observational survey to determine seat-belt usage rates by drivers and passengers of all vehicles. Starting in 2013, seat-belt usage rates were calculated using a new formula and a new set of survey sites. In addition, new observers were used for the 2014 survey. Historically, seat-belt usage rates of pickup truck occupants represents to be lower than cars; therefore, one of ICJI’s primary focuses was gathering improved data on this class of occupants. Utilizing the new formula, survey sites, and observers, the survey results found pickup truck occupant usage rates for 2018 at 83.7 percent, significantly lower than that of cars at 96.2 percent. As pickup-truck seat-belt usage rates continue to be consistently lower than cars, TSD will begin the Operation Belt Up programming in FY 2019. TSD also will provide additional 402 funding to ISP in FY 2019 to increase their seat-belt enforcement.

Figure 4: Percentage of Restrained Drivers in Cars and Pickups and Their Compliance Gap

Percentage of Restrained Drivers in Cars and Pickups and Their Compliance Gap			
Year	Cars	Pickup	Difference between Cars and Pickups
2001	76.0%	41.9%	34.1%
2002	78.2%	47.4%	30.8%
2003	88.3%	56.6%	31.7%
2004	88.5%	57.2%	31.3%
2005	88.4%	56.0%	32.4%
2006	91.4%	54.4%	37.0%
2007	92.9%	64.9%	28.0%
2008	94.5%	78.7%	15.8%
2009	94.8%	85.2%	9.6%
2010	94.9%	84.3%	9.9%
2011	94.9%	84.8%	10.1%
2012	95.1%	86.5%	8.6%
2013	93.6%	81.8%	11.8%
2014	93.0%	79.1%	13.9%
2015	94.8%	83.1%	11.7%
2016	94.4%	85.1%	9.3%
2017	96.9%	83.5%	13.4%
2018	96.2%	83.7%	12.5%

## Program Management – Operation Pullover (OPO)

### Project Number: OP-2018-01-00-00

In FY 2018, the Occupant Protection Program Manager coordinated and oversaw occupant protection initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, as well as promoting education and enforcement of occupant protection laws, First Line Supervisor for LEL Program. The 402 funds cover the program manager's salary, benefits, and travel costs to conferences and trainings. **402 FUNDS**

## Traffic Occupant Protection Strategies

Officers working overtime enforcement utilizing funding streams through TSD's OPO and Driving Under the Influence (DUI) Task Force grants are required to complete the Traffic Occupant Protection Strategies (TOPS) course. In FY 2013, ICJI created an online four-hour TOPS certified course to replace the instructor-led version that previously encompassed an entire day. This increased efficiency and improved tracking for compliance. Since its inception in July 2013 through November 2018, the TOPS online course has certified more than 2,000 officers and will continue to certify more in 2019. This figure will continue to grow as new agencies join the OPO program with the introduction of new officers. TSD is currently modifying the TOPS training materials.

## Operation Pull Over Enforcement

### Project Number: OP-2018-02-00-00

ICJI continued its work toward increasing Indiana's seat-belt usage rate by funding overtime enforcement through the OPO program. During FY 2018, there were more than 230 participating agencies, many of which teamed up into 43 Traffic Safety Partnerships. There was one fewer participating agency in FY 2018 as compared to FY 2017 and 2016, but there two more Traffic Safety Partnerships than the previous two years.

OPO agencies averaged 3.17 contacts per hour and issued 1.27 seat belt/child restraint citations per hour. OPO agencies arrested an impaired driver every 17.40 hours. OPO officers working enforcement programs worked a total of 82,636 hours and issued 255,038 citations and warnings, of which 61 percent were citations. **402 FUNDS**

Figure 5: OPO Agency Activities

OPO Agency Activities						
Year	Average Contacts Per Hour	Seat Belt/Child Restraint Citations Per Hour	Impaired Driver Arrests	Total Enforcement Hours Worked	Total Citations and Warnings	Citations Percentage
2016	3.26	1.48	11.98	62,750	167,539	65
2017	3.31	1.32	13.03	65,124	175,365	63
2018	3.17	1.27	17.4	82,636	255,038	61

### Looking Beyond the Ticket

Law enforcement agencies reported the following significant events that occurred while working occupant protection enforcement programs:

- During Blitz 93, *St. Patrick's Day/Dangerous Driving*, the Hancock County Traffic Safety Partnership was involved in a vehicle pursuit which further resulted in narcotic and fraud charges and arrest.
- During Blitz 93, *St. Patrick's Day/Dangerous Driving*, Madison County Traffic Safety Partnership wrote 10 stop-arm violation tickets, including stopping three cars together for running the school-bus stop arm at the same time.
- During a Blitz 93 *St. Patrick's Day/Dangerous Driving* traffic stop, a driver pulled out a firearm on two North Manchester Police Department officers performing a K9 walk around. The driver was shot and killed.
- During Blitz 92, *Safe Family Travel*, Hammond Police Department conducted a traffic stop on a car occupied by three males who appeared very nervous. The officer identified the males as a precaution. It was later found the three males had just been involved in a

homicide in Chicago moments prior to the traffic stop. The stop provided the positive identification of the suspect(s).

- Throughout the FY 2018, Seymour Police Department conducted “officer on the bus” program to target distracted driving, stop-arm and seat belt violations. The number of violations has significantly lowered.

### Program Success Awards

#### **Project Number: PT-2018-06-00-00**

The intent of this project was to provide for an annual awards and recognition ceremony for all subgrantees and statewide partners. High-performing agencies were to be recognized and awarded equipment grants to support their traffic enforcement programs. In FY 2018, Indiana did not have the staffing necessary to develop this program and no project funds were spent. This is currently being implemented in FY 2019 in collaboration with Drug Recognition Expert (DRE) performance awards. The awards program would be in conjunction with a new annual Kick-Off Training introducing programs and goals for the upcoming year. The goal for FY 2020 is for this program to be incorporated within a new statewide traffic safety symposium unifying all advocates together: impaired driving, occupant protection, child passenger safety, and pedestrian safety. **402 FUNDS**

### *State Traffic Safety Information System Improvements (Traffic Records)*

The Traffic Records program creates an integrated traffic records system through a collaboration of all local, state and federal entities responsible for motor vehicle safety. This collaboration includes coordination with the Strategic Highway Safety Plan and the Indiana Department of Transportation to improve traffic information systems across the state. 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 traffic safety programs.

ICJI depends on the accuracy and timeliness of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. As of November 30, 2018, 90 percent of all crash reports for the year were submitted within five days of the crash, with the remainder submitted after five days.

### Program Management/Traffic Records Coordinator

#### **Project Number: M3DA-2018-01-00-00**

In FY 2018, the Traffic Records Coordinator was responsible for managing Indiana’s crash records system, assisting agencies with reporting crashes electronically, and continuing initiatives to improve the timeliness and accuracy of crash records. The program coordinator utilized the 2013 Indiana Crash Records assessment as a guide to improve data quality in 2018. The 2018 Indiana Crash Records assessment was referenced following its May 10, 2018 publish date. Similar to other years, in FY 2018 the program coordinator followed a strategic timeline, which outlined when each improvement activity would be conducted. The use of 402 and 405(C) funds cover the program manager’s salary, benefits, and travel costs to traffic record related conferences and training. **402 and 405(C) FUNDS**

### Indiana University - Public Policy Institute

#### **Project Number: TR-2018-01-00-00**

In FY 2018, grant funds supported services provided by the Indiana University Public Policy Institute (PPI), including the identification of motor-vehicle crash trends and the creation of Indiana Traffic Safety Fact Sheets. Fact sheets contain traffic-related data for each of the following categories: alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. In addition, PPI publishes an annual Indiana Crash Fact Book and County Profiles publication for each of Indiana's 92 counties. TSD utilizes this information to inform performance measures, respond to media requests, and provide data for subgrantees to incorporate in their grant applications. **402 FUNDS**

### Purdue University - Center for Road Safety

#### **Project Number: M3DA-2018-02-00-00**

In FY 2018, Purdue University's Center for Road Safety (CRS) conducted various data analyses for ICJI. CRS released two publications regarding crash, EMS, and hospital inpatient/outpatient databases. The CRS also analyzes results from the observational seat-belt usage surveys. A usage rate of 93.4 percent in 2018 was an improvement in use by 0.4 percent from 2017. This seemingly de minimis increase of 0.4 percent is of significant impact when applied to Indiana's population of 6.6 million, it translates to 26,400 more Hoosiers wearing their seat belt in 2018. A total of 6.16 million Hoosiers used their seatbelt when in a vehicle in 2018. For more information regarding the seat belt survey, reference the *Occupant Protection* section of this report. **405(C) FUNDS**

### Indiana Supreme Court - JTAC – Racial Profiling

#### **Project Number: K10-2018-01-00-00**

The goal of this project was to increase the use of the electronic Citation and Warning System (e-CWS) by law enforcement agencies. The ticketing software in eCWS has the ability to collect numerous data elements for each driver on any given traffic stop. Race is one of the data elements collected through the eCWS. **1906 FUNDS**

### Indiana State Police Crash Reconstruction Software

#### **Project Number: M3DA-2018-05-00-00**

This project funded the purchase of Photogrammetry and FARO® software for Indiana State Police crash reconstructionist units. A portion of this funding provided an upgrade to current Photogrammetry software. ISP troopers provide crash reconstruction services for local police agencies throughout Indiana. As a result, this project improved the timeliness, accuracy, completeness and uniformity of fatal crash investigations completed throughout the State of Indiana. **405(C) FUNDS**

### Indiana State Department of Health Trauma Database

#### **Project Number: M3DA-2018-05-00-00**

The Indiana Trauma Registry (ITR) provides the means to monitor the Indiana trauma system for efficiency and effectiveness in hopes of improving injury data submitted by hospitals for those involved in a traffic crash. During FY 2018, the number of submitting hospitals was sustained at 111. The number of patient records, 241,866, also stayed consistent from 2017 to 2018. For FY 2018, the number of days from the incident to entry in the Trauma Registry was also maintained at 108 days. **405(C) FUNDS**

## Department of Toxicology Backlog Reduction

### **Project Number: M3DA-2018-07-00-00**

This project funded outsourcing to reduce the Indiana State Department of Toxicology backlog of approximately 4,000 traffic-related drug cases. While the *alcohol* turnaround time for analysis was less than 60 days, the turnaround time for traffic-related drug cases submitted for analysis was approximately 10 months. This turnaround time for drug analysis was delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. This project improved timeliness and completeness in the ARIES database and citation/adjudication database, and reduced the backlog from 10 months to four months. **405(C) FUNDS**

## Bureau of Motor Vehicles Data Compilation and Sharing

### **Project Number: M3DA-2018-06-00-00**

In 2018, ICJI entered into a Memorandum of Understanding (MOU) with the Bureau of Motor Vehicles (BMV) to provide both Indiana University (PPI) and Purdue University (CRS) with access to BMV data. The two-year MOU provided for the BMV to collect and transfer data specifically defined by PPI and CRS for use in the completion of their grant agreements with ICJI. **405(C) FUNDS**

## Indiana Department of Homeland Security – EMS Data

### **Project Number: M3DA-2018-04-00-00**

The Department of Homeland Security (DHS) is working to upgrade their software to be National EMS Information System (NEMESIS) compliant<sup>2</sup>. This upgrade will allow all EMS and fire departments to enter data collected during emergency runs into a system that is integrated with other agencies that collect traffic records. **405(C) FUNDS**

## Indiana Supreme Court – eCWS

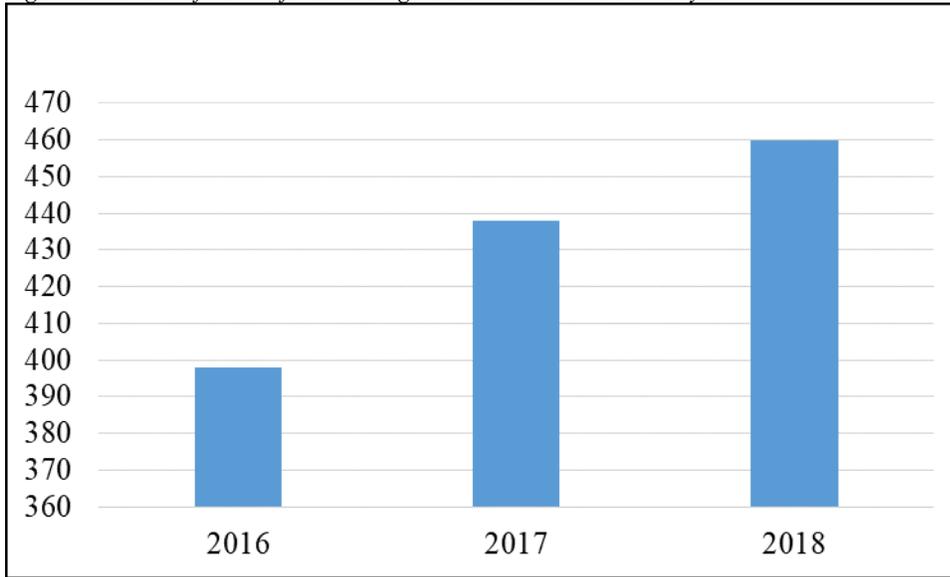
### **Project Number: M3DA-2018-03-00-00**

The Indiana Supreme Court's Division of State Court Administration accepted the role of designing an electronic traffic citation system. The purpose of this project was to provide a statewide end-to-end solution for the electronic transmission of a traffic violation. This program also brings together systems that will build on a statewide case management system, Odyssey, which will include information sharing between Indiana's courts, clerks, Indiana BMV, and law enforcement agencies.

As of September 30, 2018 there were 308 courts in 67 of the 92 counties trained on and using the Odyssey case management system. In FY 2018, a total of 460 law enforcement agencies have been trained in the eCWS (or e-ticket) system. Furthermore, the number of uniform citations found in the eCWS central repository for analysis increased from 9,952,040 at the end of FY 2017 to 11,014,682 at the end of FY 2018, which is a 10.7 percent increase. **405(C) FUNDS**

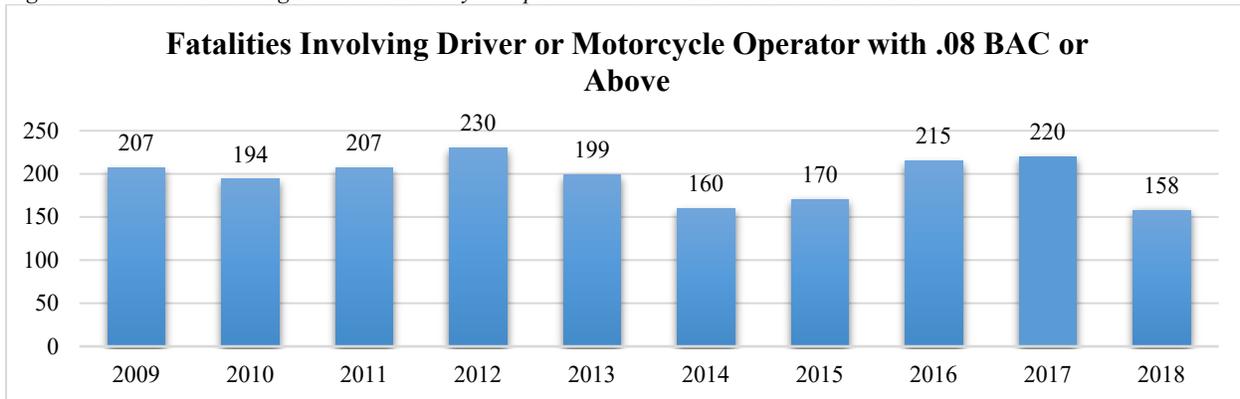
<sup>2</sup> <https://nemsis.org/what-is-nemsis/>

Figure 6: Number of Law Enforcement Agencies Trained in the eCWS system



## Impaired Driving

Figure 7: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2009-2018



Source: FARS and Indiana State Police crash data

Note: 2018 figure is projected

Reducing impaired driving crashes continues to be a primary focus for the TSD. In recent history, Indiana had a lower percentage of fatalities resulting from impaired driving than other states. During 2018, ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities. In 2018, ICJI, local law enforcement and the LELs made an increased effort to promote and support high visibility enforcement (HVE) in the form of sobriety checkpoints, sign boards, and patrol car signage. Indiana has also put an increased emphasis on detection of drug impaired operators through the increase in training opportunities for Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training.

In 2018, there were an estimated 203 alcohol-impaired fatalities, down from 217 in 2017. In 2018 drug-impaired fatalities were additional specific focus with: 88 drug-positive fatalities, this number excludes 76 fatalities where toxicology results are pending. Totalling impaired driving fatalities for 2018 at 295 confirmed, which potentiates to 371 when allowing for pending results. ISP and local law enforcement agencies conducted 97 sobriety checkpoints in 2018 using 402 and 405(D) funds.

TSD subgrantees made 5,563 impaired driving arrests during grant funded overtime patrols in FY 2018, a 7% increase from FY2017, 11.75% increase above FY2016.

### Program Management – Impaired Driving

#### Project Number: M6X-2018-01-00-00

In FY 2018, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects. The program manager responsibilities included monitoring 40 subgrantees for DUI Taskforce for compliance and performance. Collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of Indiana's impaired driving laws. In 2018, the impaired driving program manager participated in all of ICJI's traffic safety update meetings, which consist of training sessions for local law enforcement regarding upcoming funding availabilities while providing project oversight for: Traffic Safety Resource Prosecutor, DRE/Standard Field Sobriety Test (SFST) Training Program, Ignition Interlock, and Summer Impaired Driving Enforcement

Project. Impaired driving funds paid for the program manager's salary, benefits, and travel costs to impaired driving related conferences and training seminars. **405(D) FUNDS**

### Impaired Driving Enforcement (DUI Task Force)

#### **Project Number: M6X-2018-09-00-01**

With a continued focus on deterrence, Task Force agencies stepped up their enforcement intensifying high visibility and sustained strategies in order to change behaviors of those willing to drink and drive. Thirty-seven counties comprised the DUI Task Force program supplemented with 14 ISP districts throughout the state. These agencies were provided overtime funding for officers to detect and arrest impaired drivers utilizing HVE efforts such as sobriety checkpoints. In FY 2018 the DUI Task Force program issued 50,340 citations/arrests, with 2,449 DUI Arrests made for alcohol or drugs specifically within this program.

With the renewed efforts in HVE, ICJI saw new agencies participate in sobriety checkpoints. In conjunction with programmatic staff, ICJI's regional LEL network and the state's Traffic Safety Resource Prosecutor, Indiana were able to saturate new areas with HVE. DUI Task Force Indiana was also instrumental in implementing National Highway Traffic Safety Administration (NHTSA) recommended HVE techniques by conducting 141 sobriety checkpoints, with 8,295 vehicles entering checkpoints for screening.

In FY18 Portable Breath Testing devices (PBT's) were provided to participating agencies with 3,347 PBTs administered. **405(D) FUNDS**

### Underage Drinking – Teen Traffic Safety (Excise Police)

#### **Project Number: M6X-2018-06-00-00**

The Indiana State Excise Police, the law enforcement division of the Indiana Alcohol and Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2018, Excise Police received funding from ICJI to conduct three enforcement initiatives; Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE), all of which focused on reducing the availability of alcoholic beverages to persons who cannot legally possess, consume, transport, or purchase alcohol.

As with all enforcement programs, data is unmeasurable for "Occurrence Prevention" specifically here with the number of minors under the age of 21 that were deterred from possessing, consuming, or driving under the influence of alcoholic beverages. However, during the 153 SUDS details in FY 2018, juveniles/minors were prevented from further consuming and possessing alcoholic beverages illegally. There were 828 citations issued during SUDS details. This is a large decrease from the previous year, future data years will provide an opportunity to compare hours of enforcement to documented offenses. SUDS details are conducted at large events where underage drinking often occurs. Such events include Indiana University's Little 500, the Indianapolis 500, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, concerts at Klipsch Music Center, White River State Park, and many more events.

CIS allows officers to work one-on-one with alcoholic beverage providers on how to recognize false identifications. Because of this one-on-one time, store employees are able to prevent identify false identifications and prevent minors from purchasing when officers are not present. In FY 2018 Excise Police conducted 107 details resulting in over 56 citations and warnings issued.

ICE allows officers to increase their enforcement efforts in and around major college campuses in Indiana to reduce underage drinking and therefore, underage impaired driving. Specifically targeted were Indiana University in Bloomington, Ball State University, Butler University, University of Indianapolis Indiana University Purdue University (IUPUI), Indiana State University, Notre Dame University, Indiana University South Bend, Indiana University East in Richmond, Vincennes University, University of Southern Indiana, DePauw University, Indiana University Purdue University Fort Wayne (IPFW), Purdue Calumet in Hammond, Indiana Wesleyan in Marion, Valparaiso University, and Indiana University Northwest in Gary. Excise Police conducted 193 ICE details in FY 2018. There were 1,210 citations, arrests, and warning tickets were issued as a result of ICE details.

The total amount of charges filed by excise police was 1,674 and 430 arrest for FY 2018. **164 FUNDS**

### Standard Field Sobriety Test (SFST)/Drug Recognition Expert (DRE) Program

#### **Project Number: M6X-2018-04-00-00**

The DRE recertification rate for certified officers remains at approximately 94 percent, with only a few officers not completing the re-certification process. New backup documentation processes remain in place that requires the officer to submit an updated resume and four face sheets from evaluations completed, when these evaluations were completed prior to the implantation of tablet software reporting. The rolling log is printed to PDF and retained to fully document the recertification authorization. Currently there are 204 certified DRE's in Indiana.

Data collection continues to be a challenge for entry into the DRE tracking site, and Indiana is only collecting a limited number of face sheets which can be used for data purposes or training purposes. With the implementation of the DRE Tablet Program in February 2018, 405 evaluations were collected on tablets representing 105% of all evaluations entered in to the NHTSA Tracking Site in FY 2017. In FY2019 Indiana will return to providing two (2) DRE Schools after providing a single school per year in FY2016-2018. Training planned for FY 2019, outside of Basic Academy SFST trainings includes:

SFST Instructor Refresher and DRE Refresher Trainings March 2019

SFST Instructor School - April (28 Students)

SFST Instructor School - September (28 Students)

DRE School – March (24 Students for each training)

DRE School – June (24 Students for each training)

ARIDE Trainings – Ongoing

**405(D) FUNDS**

### DRE Tablet Data Entry and Management System

#### **Project Number: M6X-2018-04-00-05**

This project funded the purchase of 200 tablets and associated hardware, software and license fees to support Indiana's DRE program. The project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at the Rockefeller College

Institute for Traffic Safety Management and Research in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development appropriate countermeasures. Full implementation was completed in February of 2018, leading to the collection of 405 enforcement evaluations in 10 months. **405(D) FUNDS**

### Traffic Safety Resource Prosecutor

#### **Project Number: M6X-2018-06-00-00**

During FY 2018, the TSRP provided over 100 hours of continuing legal education for prosecutors, from introductory courses such as Evidence Boot Camp to more advanced trial techniques in Visual Trial. In addition, this year was the first time the Trial Advocacy Course focused on drugged driving. As the threat of drugged driving has begun to overtake the number of alcohol involved fatality incidents, this training focused on dealing with drugged drivers in court. This training was in addition to the over 500 support calls fielded from prosecutors, legislators, and judges throughout the state. This year continues a trend of increasing training and support hours, and looks to continue to grow in FY 2018.

The TSRP continued to work with all branches of Indiana government, serving on working groups with the Office of Court Technology, Bureau of Motor Vehicles, Indiana Department of Toxicology, Indiana State Police, Indiana State Excise Police, and the Legislative Services Agency. These groups worked to help the state implement new laws, as well as streamline existing procedures in traffic law to ensure stronger cases, faster processing times, and cost savings. The TSRP program continues to work closely with the DRE program, as well as conducting training on legal aspects and courtroom considerations for Standardized Field Sobriety Test training at the Indiana Law Enforcement Academy. **405(D) FUNDS**

### Ignition Interlock

#### **Project Number: AL-2018-03-00-00**

In September of 2012, ICJI was awarded a \$50,000 grant from NHTSA for a 30 month period to fund a part-time Judicial Outreach Liaison (JOL). In FY 2017, ICJI continued to contract with an Indiana judge to serve as a part time JOL. The JOL assists in establishing stronger relationships between judicial entities, the efforts made by subgrantees and ICJI.

During FY 2018, the JOL provided continuing legal education seminars for lawyers involved in impaired driving cases for the Indiana Continuing Legal Education Forum. Three main topics were presented: 1) NHTSA's push for Specialized DUI Courts; 2) NHTSA's push for Ignition Interlock; and 3) the impact, issues, and concerns regarding the science of convictions on impaired driving involving marijuana.

In addition, the JOL partnered with the Indiana Prosecuting Attorney's Council (IPAC) to conduct four specialized DUI Court trainings that involved participation from law enforcement and prosecutors.

In 2017, the Indiana legislature passed a bill to allow for ICJI to oversee the establishment of standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana. **405(D) FUNDS**

### Summer Impaired Driving Enforcement Project

#### **Project Number: M6OT-2018-03-00-00**

In 2017, ICJI implemented a new enforcement campaign targeting the summer impaired driving season between Memorial Day and Labor Day. ICJI conducted a summer enforcement strategy targeting the top small, medium, and large counties with impaired driving crashes. The Summer Impaired Driving Enforcement Program was a project designed to decrease impaired crashes and fatalities in identified counties. For the purposes of the project, ICJI established a definition for small, medium, and large counties based on the number of impaired crashes occurring within the county. Small was defined as 1-49 crashes, medium was defined as 50-99 crashes, and large was defined as 100 or more crashes. Based on the number of impaired driving crashes, counties were divided into the categories of small, medium, and large. The rate of impaired crashes per 1,000 total crashes was then calculated for each county, with counties ranked from the highest rate to lowest rate. The top 15 small, 10 medium, and 5 large counties were identified, based on their rate of alcohol-impaired crashes. ICJI awarded 11 law enforcement agencies grants for the Summer Impaired Driving Project. In this 90 day period there were 295 PBT tests given, 394 SFST tests, 5,172 Vehicles stopped, and 293 OWI arrests. **405(D) FUNDS**

### Preliminary Breath Test Equipment

#### **Project Number: M6X-2018-09-08-04**

Indiana law enforcement agencies regularly expressed a need for additional Preliminary Breath Test (PBT) equipment to support their impaired driving enforcement efforts. In FY 2017 this project purchased 1,745 *Alco-Sensor FSTs* and supporting equipment for current traffic safety subgrantees to assist officers in identifying impaired drivers. In FY 2018, this project provided an additional 109 units to subgrantees, and over 800 units to the Indiana State Police. PBTs were only issued to law enforcement agencies that had signed traffic safety project agreements with ICJI. One hundred and fifty-one police agencies received PBTs as part of this project.

SHSOs across the country are experiencing challenges in getting officers to participate in impaired driving enforcement programs. It is clear the distribution of these state-of-the-art PBTs have further engaged officers and it is anticipated the distribution of these new devices will translate into increased DUI detection and enforcement. It is also believed that this technology will provide officers with more confidence in their impaired driving efforts and bolster the establishment of probable cause, ultimately leading to additional arrests and successful prosecution.

For a number of years, the TSD has tracked the number of PBT tests conducted by subgrantees. In FY 2018, TSD will continue to track PBT tests to determine the extent of their use with subgrantees. **405(D) FUNDS**

## Motorcycle Safety

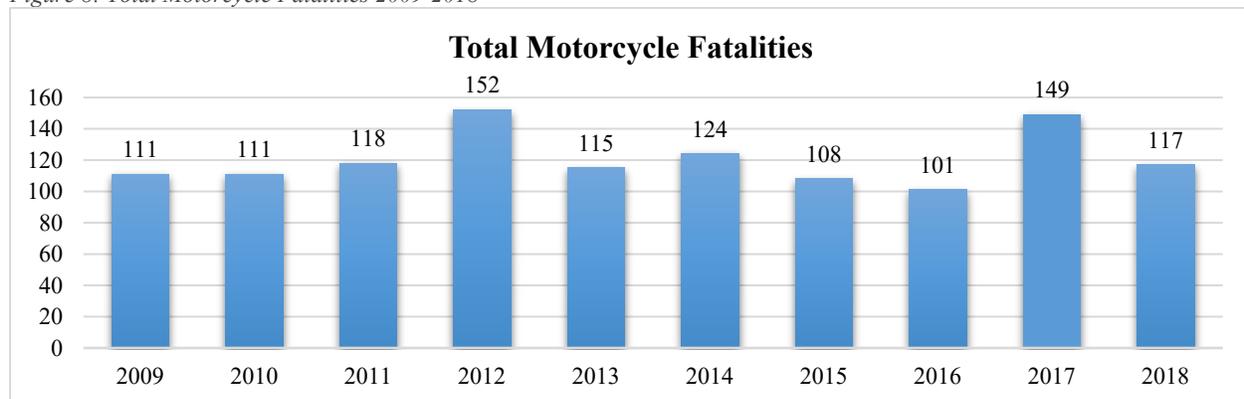
The motorcycle program is designed to reduce motorcycle traffic crashes and fatalities. The program also serves to educate riders of training opportunities on how to improve their riding skills, become properly licensed, and the importance of protective gear.

In 2018, there were an estimated 117 motorcycle fatalities in Indiana; therefore, the target of reducing the number of motorcycle fatalities to 107 in 2018 was not achieved<sup>3</sup>resulting in a increase to 53.73, over its target rate of 44.86 for the rate of motorcycle fatalities per 100,000 motorcycle registrations in 2018.

TSD has reviewed preliminary 2018 motorcycle crash data and found that unendorsed riders are significantly represented in motorcycle crashes versus properly endorsed operators. In FY 2019, TSD will work with BMV and other partners to continue a project to mail postcards to all known unendorsed operators of registered motorcycles in Indiana with a strategically planned message. This message will include information on the benefits of becoming a properly trained and endorsed motorcyclist and the consequences of failure to obtain the required endorsement. It is anticipated this effort will have a positive effect on reducing the number of unendorsed motorcyclists involved in traffic crashes.

Over the past few years, the TSD was challenged to develop law enforcement subgrantee partners to participate in the Motorcycle HVE Project (Project Number M1X-2017-04-00-01). In 2019, the TSD will solicit police agencies from across the state to submit proposals on new and innovative ideas to educate riders on motorcycle safety and create innovative HVE projects.

Figure 8: Total Motorcycle Fatalities 2009-2018



Source: FARS and Indiana State Police crash data

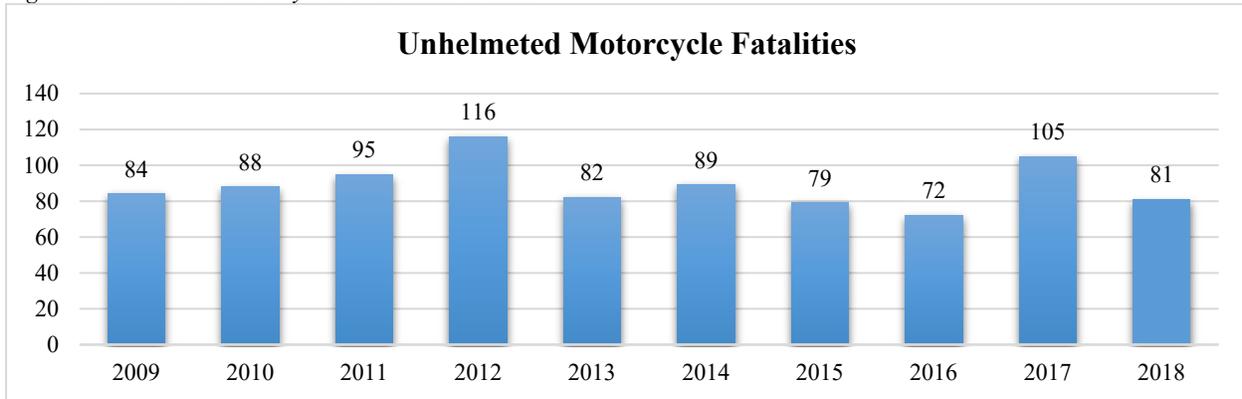
Note: 2018 figure is projected

Indiana law requires helmets to be worn by motorcyclists who are under 18 years old or anyone who only has a motorcycle learner's permit. In 2018, an estimated 81 of the 117 motorcycle or moped riders involved in fatal collisions were not wearing helmets, a rate of 69.2 percent. Motorcyclists in fatal collisions were identified with ownership of the primary contributing factor at near 58 percent of the time with factors outside of the motorcyclists control (e.g. other drivers, animals, road conditions) recorded at 42 percent of all fatal motorcycle collisions. The top three recorded primary causes for fatal motorcycle collision in 2018 were; ran off road (15 collisions,

<sup>3</sup> The target can be found in Figure 1.

motorcyclist at fault), failure to yield (14 collisions, other vehicle at fault), and unsafe speed (12 collisions, motorcyclist at fault).

Figure 9: Unhelmeted Motorcycle Fatalities 2009-2018



Source: FARS and Indiana State Police crash data

Note: 2018 figure is projected

In FY 2018, the focus of ICJI's motorcycle initiatives emphasized high visibility enforcement and motorcycle safety education.

Revised flip-books that contained information on how to become properly licensed, information on rider training courses, and recommended proper protective motorcycle gear were distributed at events heavily attended by riders. These events included the Riley Hospital for Children Miracle Ride and the Motorcycle Awareness Month kickoff.

### Program Management – Motorcycle

#### Project Number: M3DA-2018-01-00-00

In FY 2018, the ICJI program manager coordinated and oversaw motorcycle safety initiatives using 405(F) funds for communication and educational programs. The program manager's responsibilities also included monitoring subgrantee compliance with the motorcycle HVE project.

#### 402 FUNDS

### Motorcycle High Visibility Enforcement

#### Project Number: M1X-2018-04-00-01

In 2018, ICJI continued and encouraged law enforcement agencies to participate in the impaired riding crackdown project. The purpose of this project was to increase high visibility enforcement (HVE) in areas with high numbers of impaired motorcycle rider fatalities and near establishments that attract heavy concentrations of motorcycle traffic. Five agencies conducted motorcycle HVE events in 2018: the Gary Police Department, Shelbyville Police Department, Kokomo Police Department, Grant County Sheriff's Department, and the Clark County Sheriff's Department. Additional events are being planned for FY 2019. **405(D) FUNDS**

### Media / Public Awareness Campaign (Miracle Ride)

#### Project Number: M9X-2018-01-00-00

TSD partnered with ABATE<sup>4</sup> to promote motorcycle safety awareness at a statewide kick-off event in Indianapolis in early May. For the fifth year, ICJI was a title sponsor for the Miracle Ride for Riley Hospital for Children. This is one of the largest motorcycle fundraising events in the state with more than 4,000 riders. The messages “Get Legal. Get Licensed,” “Ride Sober or Get Pulled Over,” and “Be Aware, Motorcycles are Everywhere” were visible at the event and were published in multiple editions of the Hoosier Motorcyclist Magazine and several other motorcycle publications, reaching over 150,000 riders. **405(F) FUNDS**

### Child Passenger Safety

Figure 10: Children Aged 15 and Under Killed in Traffic Collisions 2009-2018



Source: Indiana State Police crash data

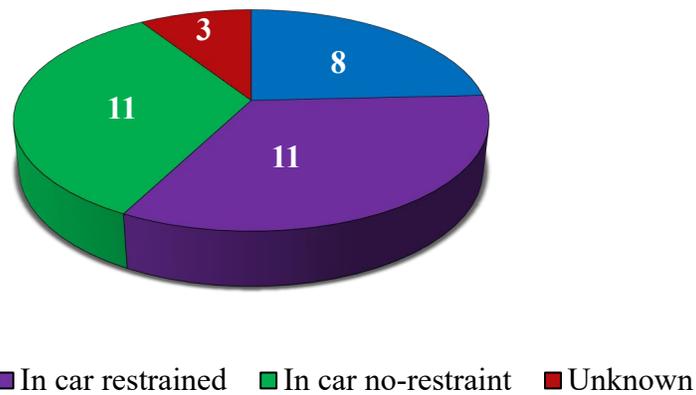
Note: 2018 figure is projected

Children ages 15 and under that were killed in traffic crashes decreased from 42 in 2017 to 33 in 2018, but it did not meet the target of 31 or fewer. Indiana law required children under the age of eight (8) to properly restrained in a child safety seat compliant with FMVS 213. Of the 11 unrestrained fatalities, one child under the age of eight was reported as unrestrained. Three children under the age of eight whom were restrained using a child safety seat were a fatally injured. It is undetermined whether these children were improperly restrained. In seven of these collisions, impaired driving was a potential factor, four had positive test results for either drugs or alcohol and three more are still pending toxicology completion. ICJI continues its collaboration with law enforcement agencies and the Automotive Safety Program (ASP) to reduce child fatalities and incapacitating injuries.

Figure 11: Type of Person and Restraint for Children Aged 15 and Under Killed in 2018 Traffic Collisions

<sup>4</sup> American Bikers Aimed Toward Education

### Type of Person and Restraints



Source: Indiana State Police Crash Data

The TSD analyzed ARIES crash data for fatal crashes in which the decedent children were under 15 years old. Crash location data does not discern any kind of crash pattern from point locations. The TSD will continue to deploy countermeasures and evidence-based techniques, with continuous follow-up and adjustments to reduce these fatalities.

### Program Management – Child Passenger Safety

#### Project Number: PT-2018-01-00-00

In FY 2018, the Child Passenger Safety Program Manager coordinated and provided oversight for child passenger safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, and promoting education and enforcement of child passenger laws. Funding provided through 402 funds paid for the program manager's salary, benefits, and travel costs to conferences and trainings. **402 FUNDS**

### Children less than 15 years of age as unrestrained passenger vehicle occupant fatalities (Automotive Safety Program)

#### Project Number: M1X-2018-01-00-00

During FY 2018, ICJI continued to support the Automotive Safety Program (ASP) at the Indiana University School of Medicine, which sought to reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of ASP was to design and promote traffic safety initiatives for children in Indiana. ASP provided statewide public information and education programs to increase the correct use of child restraints. ASP funded 66 child safety seat clinics throughout the state, which led to 1,513 inspections and 957 seats distributed to families in need.

In FY 2018, ASP utilized the National Child Passenger Safety Curriculum to conduct 31 Child Passenger Safety Technician (CPST) certification classes throughout Indiana. These classes were held in the following counties: Marion, Knox, Madison, Daviess, Lake, Tippecanoe, Monroe, Harrison, Franklin, Vanderburgh, Delaware, Allen, Miami, Vigo, St. Joseph, and Jackson. By conducting these classes, ASP added 364 new technicians, 20 of which were law enforcement

officers. At the end of FY 2018, there were a total of 1,180 child passenger safety technicians and instructors in Indiana.

The addition of these technicians aided ASP's effort to increase the number of child safety seats provided to the public. Throughout FY 2018, program funding, 1,513 car seats were inspected in Indiana. Of those inspected 957, (63.25%) were deemed defective or unsafe and were replaced.

Figure 12: ASP Activities

Automotive Safety Program Activity						
Years	Clincs	New Technicians	New Law Enforcement Technicians	Total Technicians	Inspected Car Seats	Car Seats Deemed Defective
2016	89	256	33	876	4,598	2,208
2017	49	305	18	1,106	1,910	1,333
2018	66	364	20	1,513	1,513	957

ICJI took direct responsibility as administering agency for Project L.O.V.E. (Law Officer Voucher and Enforcement) in FY 2018. This program was designed specifically for law enforcement to provide families with education on the proper use and installation of child restraints during traffic stops. This initiative was moved to the eCWS system in September 2014, allowing vouchers to be automatically printed with the citation for children traveling without properly installed child restraints. Law enforcement officers were also offered paper vouchers which they could distribute at the scene of a crash if their agency was not using eCWS. In FY 2017, officers issued 3,482 vouchers, of which 43 were redeemed.

ASP continued outreach to minority populations to educate families on child passenger safety, focusing primarily on the increasing Hispanic population. Funding again was specifically provided for a Latino Project Manager during FY 2018, where participation included: two CPS booths; the Latino Expo and the 33<sup>rd</sup> Annual Indiana Black Minority Health Fair. The project manager also coordinated and/or participated in 12 car seat clinics in Indiana, with 568 inspections, and 444 individual car seats provided with several hundred participants and volunteers. **405(B) and 405(B) FLEX FUNDS**

#### *Automotive Safety Program Additions and Highlights*

- In FY 2015, the Safe Kids Project Manager and the Automotive Safety Program created a new program directed at 8-12 year olds called *Belt Abouts*. ASP has created two versions for younger and older students, a letter for the parent or caregiver, and extra storyboard sheets. There were 6 classes held in FY 2018, which reached over 192 children.
- ASP has a partnership with Recycle Force to recycle used car seats from ASP and other organizations throughout Indiana. ASP collected child restraints from car seat appointments and clinics throughout the grant year and dropped them off at Recycle Force's downtown location. ASP recycled a total of 194 child restraints and eight (8) large pallet boxes from the Indianapolis Zoo clinic this fiscal year.

- ASP attempts to maintain the number of CPSTs by providing annual refresher courses that aid in the recertification process. In FY 2018, six refresher courses were held with 183 CPSTs in attendance. The CPST recertification rate in Indiana in FY 2018 was 63.5 percent, a slight increase from FY 2017 and still above the national average of 56.1 percent.
- The 12th Annual Indiana Injury Prevention Conference was held in Indianapolis during the month of May and attended by ASP staff. The conference provides updated information on child passenger safety and other pertinent traffic safety-related injury prevention initiatives. The conference concluded on the first day with a car seat clinic at the Indianapolis Zoo. The event was staffed by 226 child passenger safety technicians/instructors and 25 interpreters. In the short time the clinic was available, there were 338 inspections completed and 268 child restraints provided to families.

ICJI provides funding for Safe Kids Indiana through ASP at the Indiana University School of Medicine. Safe Kids Indiana provides mini grants for traffic safety initiatives to Safe Kids chapters and coalition across the state. At the end of FY 2018 there were fourteen local coalitions covering eighteen counties and one state coalition in Indiana. SAFE KIDS participated in many events to provide education regarding bicycle and pedestrian safety. **402 FUNDS**

### Child Restraint Electronic Check-up Form (IN3)

#### **Project Number: TS-2018-28-00-00**

This project funded software development for iPads used in support of Indiana's child restraint fitting stations. ICJI has joined other states in helping to create and test a new car seat check form website. This resource has been developed by the National Safety Council in partnership with Tennessee Tech University iCube with support from NHTSA and AAA Northern California, Nevada and Utah. The website was sent to all the CPSTs in July with a request to give feedback as they started using the website. TTU is currently testing the app using Indiana CPSTs. **402 FUNDS**

### Operation Kids: Next Generation

#### **Project Number: MIX-2018-03-00-00**

ICJI offered overtime funding to law enforcement officers to attend a NHTSA Operation KIDS class. In FY 2018, the program is working to reduce the class length and reach a larger law enforcement audience. **402 FUNDS**

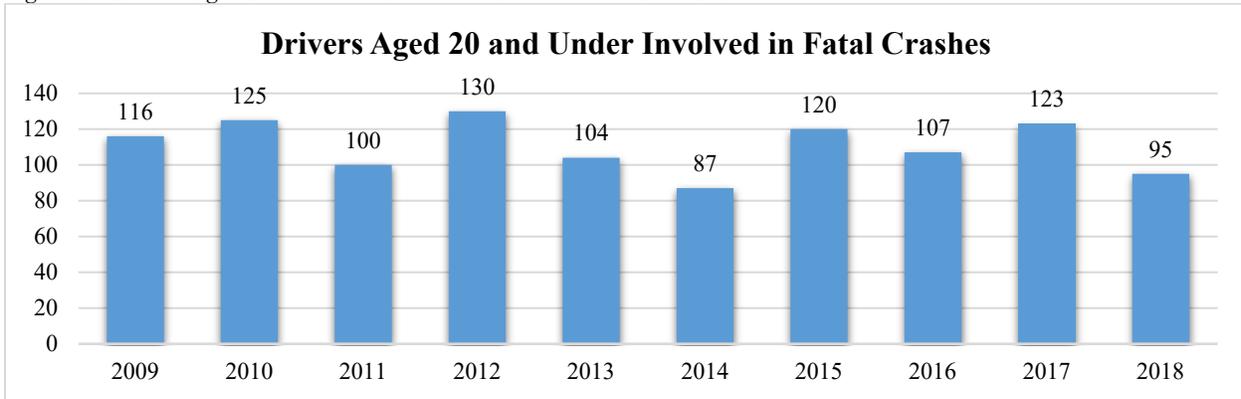
### Child Restraint Distribution Grant

#### **Project Number: Funding provided by State Violation Fund**

Indiana law requires child restraint usage until age 8, and created a state child restraint system account. Funds generated from fines collected as judgments, appropriations from the General Assembly, grants, gifts, donations, and interest are placed in the fund administered by ICJI for purchasing and distributing child restraints to those who cannot afford the proper equipment. In FY 2018, ICJI funded 73 child passenger safety inspection stations throughout the state. Those 73 inspection stations completed 12,563 child restraint inspections and distributed 6,794 child restraints. **Dedicated State FUNDS**

## Young Drivers

Figure 13: Drivers Aged 20 and Under Involved in Fatal Crashes 2009-2018



Source: FARS and Indiana State Police crash data  
 Note: 2018 figure is projected

The goal for the Young Driver Program was to reduce the number of fatal crashes among this age group. In 2018, 95 young drivers were involved in fatal crashes, which is 16 less than the target of 111.

### Program Management – Young Drivers

#### Project Number: PT-2018-01-00-00

The program manager is a shared-time position and oversaw the ASP, Excise Police, Indiana SADD, pedestrian, bicyclist and teen driver programs in FY 2018. This included responsibility for two Rule the Road events. **402 FUNDS**

### SADD – Teen Traffic Safety

#### Project Number: M6X-2018-07-00-00

SADD’s mission is to provide students with the best prevention tools possible to confront the issues of underage drinking, drug use, risky and impaired driving, and other destructive decisions. Starting with 80 in 2000, Indiana SADD continues to expand the number of chapters in high schools and currently has 241 chapters in schools across Indiana.

Figure 14: SADD Chapters

SADD Chapters	
2015	255
2016	266
2017	261
2018	241

Indiana SADD met with nearly 20 chapters at regional meetings and 33 schools attending the SADD end of year event. Through these events, the organization provided education and resources to chapters, and allowed them to network to gain new ideas, renew passion, and realize of the “bigger picture” of making an impact at the state level.

SADD worked with a small group of teens throughout the state who made up the Student Leadership Council and helped promote the SADD message. In addition, Indiana SADD continues to partner with many organizations outside of ICJI to promote their message to teens statewide.

**405(D) FUNDS**

**Rule the Road – Teen Traffic Safety**

**Project Number: Funding provided by State Farm Insurance**

In FY 2018, ICJI continued the Rule the Road (RTR) teen driving initiative, which targets youth ages 15 through 18 and teaches safe driving skills. RTR events are supported by ICJI, Indiana SADD, and local law enforcement. The events provide teens with hands-on driving experience under the supervision of certified emergency vehicle operator instructors. These instructors are certified through the Indiana Law Enforcement Training Board.

Although not awarded funding in 2018, ICJI applied unused State Farm Insurance funds for two RTR events. One was conducted by Margaret Mary Health and the Batesville Police Department. This event had more than 40 student participants. The other was conducted by Seymour Police Department, attracting the attention of state and local media. Altogether RTR provided hands-on experience and expert instruction to participating young drivers. The events received excellent media coverage and student participants’ evaluations gave high marks for the event.

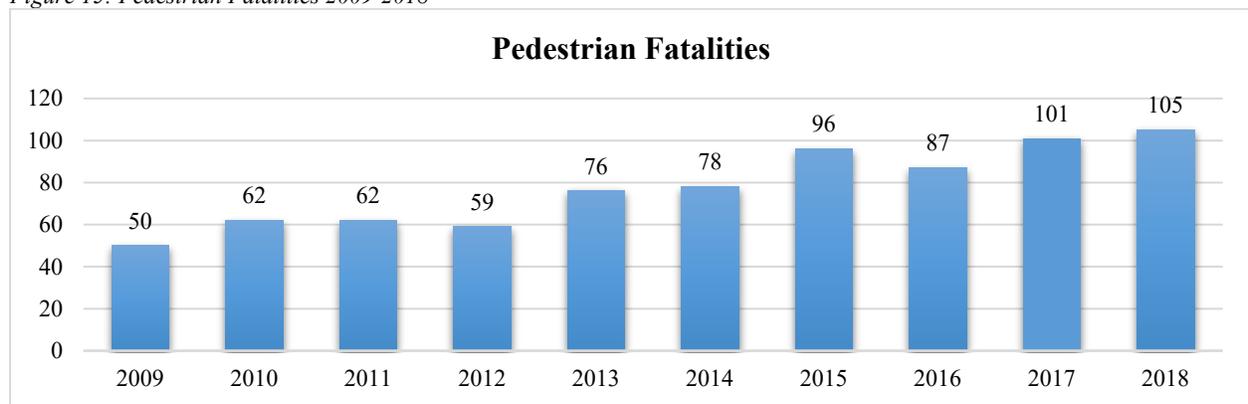
**State Farm FUNDS**

**Driving Simulator**

ICJI provides interactive education on the dangers of texting and driving using a portable driving simulator. The simulator is used at various events across the state including teen driving events, numerous school events, and driver’s education classes. The driving simulator was available at 15 events throughout Indiana in FY 2018 and was used by over 200 people.

**Pedestrian/Bicycles**

Figure 15: Pedestrian Fatalities 2009-2018

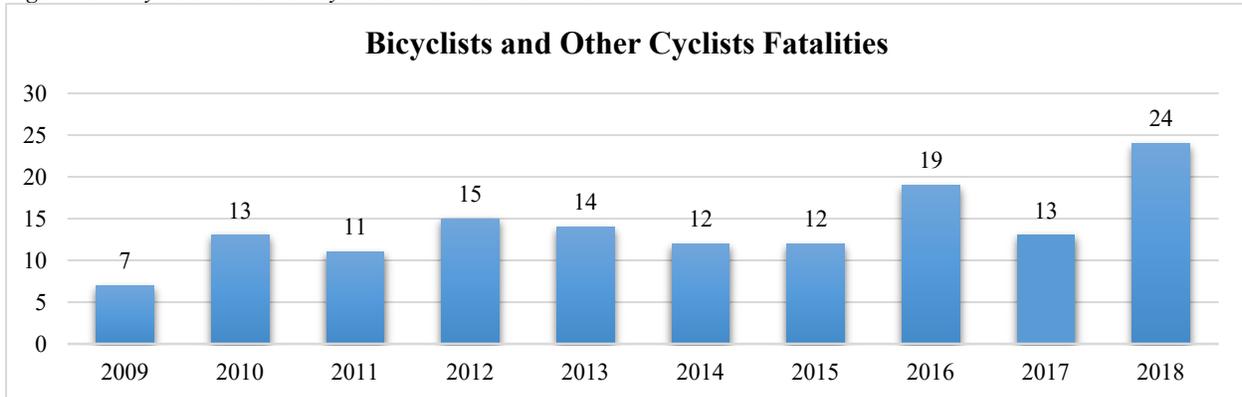


Source: FARS and Indiana State Police crash data

Note: 2018 figure is projected

In 2018, there were 105 projected pedestrian fatalities. The target of 87<sup>5</sup> or fewer in 2018 was not met. There were 24 bicyclist and other cyclist fatalities in 2018, which is up from 13 in 2017 and is above the 2018 target of 12 fatalities.

Figure 16: Bicyclists and Other Cyclists Fatalities 2009-2018



Source: FARS and Indiana State Police crash data

Note: 2018 figure is projected

<sup>5</sup> Target can be found in figure one

## Program Management – Pedestrian and Bicyclists

### **Project Number: PT-2018-01-00-00**

In FY 2018, the pedestrian and bicyclists program manager was a shared time position which coordinated and oversaw pedestrian and bicyclist safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, and promoting education and enforcement of laws regarding pedestrians and bicyclists. The 402 funds paid for the program manager's salary, benefits, and travel costs to conferences and trainings. **402 FUNDS**

## Pedestrian Fatalities/Bicyclists and Other Cyclists Fatalities

### **Project Number: MIX-2018-02-00-00**

In FY 2018, ICJI funded 12 pedestrian and bicycle safety programs, ten of which were law enforcement agencies. These ten law enforcement agencies conducted high visibility patrols throughout their communities educating pedestrians, bicyclists, and motorists on how to properly share the road. In addition to HVE activities, the Hammond Police Department reopened a safety village for children and parents to receive information on traffic laws. IndyCog and Indiana Bicycle Coalition were both funded for their efforts in bicycle safety. Alliance for Health Promotion was funded for their efforts in pedestrian safety. They analyzed crash data from the Indianapolis area finding the most dangerous intersections for pedestrians. With this information, pedestrian safety zones were developed. **405(B) FLEX FUNDS**

## *Police Traffic Services*

Police traffic services focuses on sustained aggressive traffic enforcement using a broad range of countermeasures to reduce fatalities. Overtime enforcement projects conducted by ISP throughout the state support local law enforcement efforts to reduce crashes on Indiana roadways. In 2018, ISP conducted 29 sobriety checkpoints.

## Statewide Training

### **Project Number: PT-2018-05-00-00**

In FY 2018, the TSD conducted six traffic safety updates meetings to inform subgrantees about upcoming grant solicitations and current crash trends. At these meetings, TSD staff sought input from subgrantees regarding the types of training they deem necessary to better implement occupant protection enforcement, drug and alcohol recognition and testing, child passenger safety, and legal traffic stops. Expectations of the subgrantees during the fiscal year were also reiterated. Funding paid for training facilities, travel costs, and training materials. **402 FUNDS**

## Indiana State Police

### **Project Number: PT-2018-04-00-00 and M6OT-2018-01-00-00**

During FY 2018 ISP worked all four OPO blitz campaigns. During these campaigns, ISP conducted 29 sobriety checkpoints, with most being multi-jurisdictional. Public information officers from the 14 ISP districts and headquarters used print media, television, radio, social media and live presentations over 1,000 times to reach motorists around the state in an effort to deter impaired and aggressive driving.

Overtime enforcement activities included troopers issuing 29,068 citations and 22,935 warnings. Of the citations written, 1,529 were for impaired driving and 4,087 for seat belt violations. Troopers also made 4,224 criminal arrests, of which 638 were felonies. Throughout FY 2018 ISP conducted sobriety checkpoints and saturation patrols as part of their highway safety grant. ISP also programmed overtime traffic enforcement patrols in areas of the state that had fewer local law enforcement overtime patrols.

#### **402 and 405(D) FUNDS**

### *Safe Communities Traffic Safety Programs (Services)*

LELs contribute to safe communities' traffic safety programs and are geographically located throughout Indiana. They are the avenue through which TSD overtime enforcement programs are to be mentored to law enforcement subgrantees. The LELs monitor program activities and ensure accurate and timely reporting of all law enforcement subgrantees. They contribute to the TSD decision making process and provide valuable input and feedback regarding TSD's evidence-based traffic safety enforcement plan.

#### **Law Enforcement Liaison Program (LEL)**

##### **Project Number: CP-2018-01-00-00**

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. ICJI participated in the two national mobilization 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 LELs.

In FY 2018, each LEL developed their own traffic safety plan for the assigned region. LELs were 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 by coordinating media events during blitz periods as well as distributing media kits to promote traffic safety messaging. In addition, the six LELs, with assistance from CRS, were able to successfully administer the annual observational seat belt survey to 190 survey sites located in 47 counties across the state. **402 FUNDS**

### *Strategic Communications – PI&E, Public Information and Education*

#### **Communications Division**

##### **Project Numbers: PM-2018-00-00-12 (402)**

##### **MC-2018-00-00-13 (402)**

##### **FDPEM-2018-00-00-01 (405 D)**

ICJI sustains a Communications Director, who shares time with additional divisions within ICJI. Through a collaborative effort the TSD Director and the Communications Director are tasked with increasing the visibility of traffic enforcement efforts and raising awareness of other traffic-safety campaigns through both paid and unpaid publicity. During FY 2018, ICJI made the structural

changes detailed below to improve the reach and frequency of its NHTSA-funded marketing and communications program. **402, 405(d) and 405(f) FUNDS**

### **Sports and Event Marketing**

ICJI expanded its NHTSA-funded sports- and event-marketing program during FY 2018 to better target men ages 21-34, a demographic that is hard to reach through traditional advertising. Sports and event marketing is also effective because research shows that people are easier to influence when they are having fun.

Starting in FY 2019, all of Indiana's NHTSA-funded sports and event marketing will be staffed by Alliance Highway Safety with support from current subgrantees and oversight by TSD staff and the two responsible Division Directors. With exception of the Indiana Pacers and Banker's Life Fieldhouse, ICJI will also subcontract all sports and event marketing through Alliance for FY 2019.

#### *Indiana Pacers/Banker's Life Fieldhouse*

With nearly 2 million annual visitors, Banker's Life Fieldhouse is Indiana's top tourist destination and one of its busiest public buildings. During its 2017-18 season, the Pacers attracted nearly 331,000 with a fan base that matches target demographics for seat belt campaigns as well as distracted and impaired driving. The TSD's sponsorship provided permanent and electronic signage throughout the Fieldhouse and posts for its following exceeding 6 million across all social-media platforms. ICJI staff hosted a table at three home games during the 2017-18 season, which included on-court timeouts with a fun, seat belt-oriented message. ICJI plans to continue its sponsorship of the Indiana Pacers and Banker's Life Fieldhouse during FY 2019 with three on-court timeouts focused on impaired driving and Alliance Highway Safety staffing tables at six games.

#### *Indianapolis Colts*

With nearly 1 million fans who attend, watch, or listen to games, the Indianapolis Colts are among the most popular sports teams in Indiana. The TSD and ridesharing service Uber separately sponsored the Indianapolis Colts for the 2017-18 NFL season, allowing a "Responsible Ride Home" promotion that included electronic and temporary game-day signage as well as online, social and radio ads during home games. This partnership brought the three organizations together for a February 15, 2018 Mothers Against Drunk Driving vigil after Colts linebacker Edwin Jackson and an Uber driver were killed in a highly publicized drunk driving crash. Through the sponsorship, ICJI staffed traffic-safety tables, sponsored social-media posts and placed game program ads for the Oct. 8, 2017 game against the San Francisco 49ers and the Nov. 12, 2017 game against the Pittsburgh Steelers. In addition, two 30-second ads aired during each pre-game radio broadcast and traffic-safety banner ads were hosted on the Colts website.

### *Gary SouthShore RailCats*

The TSD continued its sponsorship of the Gary SouthShore RailCats for FY 2018 to better reach Northwest Indiana motorists, who are served by the out-of-state Chicago media market. During the 2018 baseball season, U.S. Steel Yard had a total attendance of more than 167,000. A 30-second video-board message was broadcast during each of the 49 home games and a similar ad aired during all 100 radio broadcasts. In addition, a traffic-safety billboard was in rotation for the RailCats' digital marquee along the I-90 Indiana Toll Road, which carries an average daily traffic ranging from 35,000 to 42,000 vehicles.



### *Alliance Highway Safety*

Starting in Summer 2018, the TSD brought on Alliance Sport Marketing, which maintains operating business relationships with other state-highway safety offices, to provide in-venue signage, public-address announcements and staffing for tents or tables at 20 motorsports venues, seven motorcycle rallies and three minor-league baseball teams. Specific teams and events were targeted to meet marketing campaign objectives and in areas with high crash histories, including those outside the Indianapolis metro.

### *Miracle Ride for Riley*

#### **Project Number: M9X-2018-00-01-05 (405 F)**

The three-day Miracle Ride for Riley Hospital is one of the largest motorcycle fundraisers in Indiana, drawing more than 4,000 motorcyclists from across the state. Serving as title sponsor allows the “Get Legal. Get Licensed.”, “Ride Sober or Get Pulled Over” and “Be Aware, Motorcycles are Everywhere” messages to be included on Miracle Ride T-shirts, PSAs played at the venue, and with motorcycle that are given away as the top prizes at the three-day event. The same messages appeared in multiple editions of the Hoosier Motorcyclist Magazine and other motorcycle publications, reaching over 150,000 riders. This was the first tent that Alliance staffed during Summer 2018 for the TSD and FY 2019 participation will continue through the Alliance contract.

### *Indianapolis Indians*

The Indianapolis Indians led Minor League Baseball with more than 630,000 in attendance for five consecutive years. It is the second highest in attendance among all Indiana college and professional sports teams behind the Indiana Pacers, another traffic-safety partnership in our Highway Safety Plan. The Indians partnership provided a half-inning takeover of all digital ribbon signage within Victory Field and a sign rotating through the entire game behind home plate, which is visible for TV viewers and social-media highlights. Traffic-safety ads also appeared on the Indians website.

## Paid Advertising

### *Asher Agency*

ICJI worked through the State of Indiana’s contracted vendor, Asher Agency, to better match paid advertising with enforcement mobilizations and crash statistics, specifically on ad timing and driver demographics. Due to timing, budget, target demographics and subject matter, the TSD primarily advertises in streaming and terrestrial radio, mobile and web display ads and changeable digital billboards. Starting with the last two quarters of FY 2018, ICJI opened one purchase order to secure better ad inventory in advance and more free advertising, known as added value. For all campaigns running late March through late September, ICJI received an additional 21 percent in free advertising, exceeding the average of 18 percent across all state-government agencies.

### *High School Basketball & Football Broadcasts – WHMB TV40 & WHME TV46*

Owned by LeSEA Broadcasting, now Family Broadcasting Corporation, WHMB-TV 40 reached nearly 1.1 million homes in 30 Central Indiana counties and WHME-TV 46 reached nearly 340,000 households in about one dozen Northern Indiana counties. The TSD sponsored high-school football and basketball broadcasts, which provided multiple advertising opportunities both during game broadcasts and other family-oriented programming. The advertisements were rotated in support of seasonal traffic-safety campaigns oriented toward seat-belt usage, young drivers and child passenger safety. As part of the sponsorship, ICJI and LeSEA worked with the Cascade High School SADD chapter in southwest Hendricks County to film their realistic “Every 15 minutes” program and produce three 30-second video ads geared toward young drivers.

### *IBJ Custom Publications*

ICJI continues advertising in Indianapolis Business Journal custom publications oriented toward high-school, college and adult students. Starting with the 2018-19 school year, ICJI subcontracted through the state’s ad agency to simplify contracting and negotiation.

#### **NEXT Magazine**

The *Next* magazine is distributed to over 200,000 juniors and seniors through their high-school guidance departments. It is also posted online for digital enhancement and reach. Students read the publication for relevant articles about scholarships, internships, job placement, etc. ICJI ads in the magazine distributed in at the start of the 2018-19 school year emphasized the importance of seat-belt usage and not driving distracted.

#### **GRAD Magazine**

Each year, *GRAD* is distributed to nearly 85,000 students at Indiana’s public and private universities through print and online publications. Articles about job interviews, graduate schools and internships are relevant to college juniors and seniors. For both FY 2018 and FY 2019, advertisements emphasized the importance of seat-belt usage and not driving distracted.

### **Career Ready Magazine**

Each year, *Career Ready* is distributed to over 75,000 non-traditional students through community colleges, workforce development centers, chambers of commerce, adult learning centers and the web. Article relevant to this audience cover career opportunities, educational options and financial aid. For both FY 2018 and FY 2019, advertisements raised social-norming awareness of seat-belt usage and child passenger safety.

### **Earned Media**

As an area of responsibility, ICJI's Communications Director built upon NHTSA content to develop Indiana-specific template news releases and social-media content for use in publicizing statewide enforcement mobilizations and national social-norming messaging campaigns. These were provided and distributed collaboratively with the LELs to supply law-enforcement agencies participating in the Operation Pull Over, DUI Task Force and Summer Impaired Driving Enforcement Project grants. ICJI also supplied boilerplate news releases to Child Passengers Safety (CPS) Technicians to promote car-seat check appointments and clinics ahead of the 2017 holidays and for CPS Week Sept. 23-29, 2018.

Many police agencies and traffic-safety partnerships hosted their own press conferences or media availabilities. ICJI staff participated in a November 17, 2017 *Safe Family Travel* Blitz 88 kickoff with area police agencies in Clinton, IN and a May 7, 2018 *Click It or Ticket* Blitz 90 kickoff with the Seymour Police Department. In addition, ICJI joined NHTSA, the Illinois Department of Transportation and state and local police agencies for a May 21, 2018 Border to Border press conference near Chicago as part of *Click It or Ticket*.

As mentioned above, ICJI partnered with Mothers Against Drunk Driving, the Indianapolis Colts and Uber for a February 15, 2018 candlelight vigil after linebacker Edwin Jackson and an Uber driver were killed in a drunk-driving crash. ICJI Traffic Safety Division Director Steve Hillman also spoke at the May 9, 2018 Motorcycle Safety Awareness Month hosted by ABATE.

Finally, the TSD used equipment purchases as an opportunity to generate additional media coverage. ICJI issued a news release after PBTs were issued to law-enforcement grantees, and pitched to Indianapolis-area reporters the news story of tablets being issued to DREs.

## Financial Information

Figure 17: FY 2018 Highway Safety Program Cost Summary

Indiana Program Cost Summary FY2018 Programs	2018 Budget	402 General	405D Impaired Driving	405B Child Pass/Seat Belts	405F Motorcycle	405E Distracted Driving	405C Traffic Records	164 Alcohol Penalty Funds	1906	Total Federal Funds	Match	Total Federal & State
<b>Planning and Administrative (P&amp;A)</b>												
Planning & Administration-Federal	425,000	425,000	0	0	0	0	0	0	0	425,000	0	425,000
Planning & Administration-State	425,000	0	0	0	0	0	0	0	0	0	425,000	425,000
Sub-total P&A	850,000	425,000	0	0	0	0	0	0	0	425,000	425,000	850,000
<b>Section II: Occupancy Protection</b>												
Program Management	75,000	75,000	0	0	0	0	0	0	0	75,000	18,750	93,750
Child Restraint Check-up Form	45,000	0	0	45,000	0	0	0	0	0	45,000	11,250	56,250
Automotive Safety Program	767,000	35,000	0	732,000	0	0	0	0	0	767,000	191,750	958,750
Seat Belt Enforcement (OPO)	3,000,000	3,000,000	0	0	0	0	0	0	0	3,000,000	750,000	3,750,000
Pedestrian/Bicycle	150,000	150,000	0	0	0	0	0	0	0	150,000	37,500	187,500
Rural Demonstration Project (RDP)	80,000	0	0	80,000	0	0	0	0	0	80,000	20,000	100,000
SADD	150,000	150,000	0	0	0	0	0	0	0	150,000	37,500	187,500
Operation Kids: Next Generation	15,000	15,000	0	0	0	0	0	0	0	15,000	3,750	18,750
Media / Communications Division	799,500	799,500	0	0	0	0	0	0	0	799,500	199,875	999,375
Sub-total Occ Protection	5,081,500	4,224,500	0	857,000	0	0	0	0	0	5,081,500	1,270,375	6,351,875
<b>Section III: Alcohol</b>												
Program Management	75,000	0	75,000	0	0	0	0	0	0	75,000	18,750	93,750
Enforcement (DUI Task Force)	1,800,000	0	250,875	0	0	0	0	1,549,125	0	1,800,000	62,719	1,862,719
Motorcycle HVE	65,000	0	65,000	0	0	0	0	0	0	65,000	16,250	81,250
Dept of Toxicology Backlog Reduction	200,000	0	200,000	0	0	0	0	0	0	200,000	50,000	250,000
Department of Toxicology LC-TOF	300,000	0	300,000	0	0	0	0	0	0	300,000	75,000	375,000
Department of Toxicology LC/QQQ	400,000	0	400,000	0	0	0	0	0	0	400,000	100,000	500,000
DRE Tablet Data Entry and Management	105,000	0	105,000	0	0	0	0	0	0	105,000	26,250	131,250
Ignition Interlock Pilot	37,000	0	37,000	0	0	0	0	0	0	37,000	9,250	46,250
SFST/DRE	355,000	0	355,000	0	0	0	0	0	0	355,000	88,750	443,750
Summer Impaired Driving Enforcement Project	500,000	0	500,000	0	0	0	0	0	0	500,000	125,000	625,000
Traffic Safety Resource Prosecutor	185,000	0	185,000	0	0	0	0	0	0	185,000	46,250	231,250
Excise Police	220,000	0	220,000	0	0	0	0	0	0	220,000	55,000	275,000
DWI Court Training	110,000	0	110,000	0	0	0	0	0	0	110,000	27,500	137,500
Preliminary Breath Test (PBT) Equipment	72,500	0	0	0	0	0	0	72,500	0	72,500	0	72,500
Media / Communications Division	805,000	0	755,000	0	50,000	0	0	0	0	805,000	201,250	1,006,250
Sub-total Alcohol	5,229,500	0	3,557,875	0	50,000	0	0	1,621,625	0	5,229,500	901,969	6,131,469
<b>Section IV: PTS</b>												
Program Management	75,000	75,000	0	0	0	0	0	0	0	75,000	18,750	93,750
Statewide Training	7,000	7,000	0	0	0	0	0	0	0	7,000	1,750	8,750
OPO Success Awards	95,000	95,000	0	0	0	0	0	0	0	95,000	23,750	118,750
Indiana State Police	1,476,000	716,000	760,000	0	0	0	0	0	0	1,476,000	369,000	1,845,000
Sub-total PTS	1,653,000	893,000	760,000	0	0	0	0	0	0	1,653,000	413,250	2,066,250
<b>Section V: Community TS</b>												
LEL Program	495,000	495,000	0	0	0	0	0	0	0	495,000	123,750	618,750
Sub-total Community TS	495,000	495,000	0	0	0	0	0	0	0	495,000	123,750	618,750
<b>Section VI: Traffic Records/ Research</b>												
Program Management	75,000	0	0	0	15,000	0	60,000	0	0	75,000	18,750	93,750
PPI	350,000	350,000	0	0	0	0	0	0	0	350,000	87,500	437,500
Purdue University/ CRS	115,000	0	0	0	0	0	115,000	0	0	115,000	28,750	143,750
BMV STARS	500,000	0	0	0	0	0	500,000	0	0	500,000	125,000	625,000
Supreme Court	340,000	0	0	0	0	0	340,000	0	0	340,000	85,000	425,000
DHS	105,000	0	0	0	0	0	105,000	0	0	105,000	26,250	131,250
ISDH	170,252	0	0	0	0	0	170,252	0	0	170,252	42,563.00	212,815
Racial Profiling Grant	350,557	0	0	0	0	0	0	0	350,557	350,557	0.00	350,557
BMV Data Compilation	2,000	0	0	0	0	0	2,000	0	0	2,000	500	2,500
Sub-total Traffic Records	2,007,809	350,000	0	0	15,000	0	1,292,252	0	350,557	2,007,809	414,313.00	2,422,122
<b>Section VII: Motorcycles</b>												
Unendorsed MC Rider Initiative	20,000	0	20,000**	0	0	0	0	0	0	20,000	5,000	25,000
Media / Public Awareness Campaign	195,000	195,000	0	0	0	0	0	0	0	195,000	48,750	243,750
Sub-total Motorcycles	195,000	195,000	20,000	0	0	0	0	0	0	215,000	53,750	268,750
<b>Section VIII: Dangerous Roadways</b>												
Distracted Driving	175,000	0	0	0	0	175,000	0	0	0	175,000	43,750	218,750
Sub-total Dangerous Roadways	175,000	0	0	0	0	175,000	0	0	0	175,000	43,750	218,750
<b>Total 2018 Budget Expenditures</b>	<b>15,686,809</b>	<b>6,582,500</b>	<b>4,337,875</b>	<b>857,000</b>	<b>65,000</b>	<b>175,000</b>	<b>1,292,252</b>	<b>1,621,625</b>	<b>350,557</b>	<b>15,281,809</b>	<b>3,646,156.75</b>	<b>18,927,965.75</b>

\*Updated 7/5/2018

\*\* 405D Flex

State: Indiana

U.S. Department of Transportation National Highway Traffic Safety Administration  
 Status of Obligations and Expenditures  
 2018-VOU-33

Page 1  
 Report Date: 12/31/2018

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
NHTSA 402									
Occupant Protection									
	OP-2018-01-24-18	Holding for 2017 Carryforward - Map 21 f			\$0.00	\$0.00	\$0.00		\$0.00
	Occupant Protection Total				\$0.00	\$0.00	\$0.00		\$0.00
Police Traffic Services									
	PT-2018-00-00-00	Indiana State Police			\$31,734.20	\$31,734.20	\$0.00		\$0.00
	PT-2018-02-28-18	Deleted Acct - Change Project # for St P			\$0.00	\$0.00	\$0.00		\$0.00
	Police Traffic Services Total				\$31,734.20	\$31,734.20	\$0.00		\$0.00
	NHTSA 402 Total		\$0.00	\$31,734.20	\$31,734.20	\$31,734.20	\$0.00	\$0.00	\$0.00
164 Transfer Funds									
	164AL-2018-01-00-00	Enforcement (DUI Task Force)			\$1,549,125.00	\$574,149.50	\$0.00		\$974,975.50
	164AL-2018-01-01-05	Preliminary Breath Test (PBT) Equipment			\$72,500.00	\$72,067.00	\$0.00		\$433.00
	164AL-2018-01-24-18	Holding for 2017 Carryforward - 164AL			\$2,237,900.20	\$0.00	\$0.00		\$2,237,900.20
	164 Alcohol Total				\$3,859,525.20	\$646,216.50	\$0.00		\$3,213,308.70
	164 Transfer Funds Total		\$1,967,489.00	\$1,892,036.20	\$3,859,525.20	\$646,216.50	\$0.00	\$0.00	\$3,213,308.70
MAP 21 405b OP High									
	M1X-2018-01-24-18	Deleted Account - Holding for 2017 Carry			\$47,462.47	\$0.00	\$0.00		\$47,462.47
	405b OP High Total				\$47,462.47	\$0.00	\$0.00		\$47,462.47
	MAP 21 405b OP High Total		\$0.00	\$47,462.47	\$47,462.47	\$0.00	\$0.00	\$0.00	\$47,462.47
MAP 21 405c Data Program									
	M3DA-2018-01-24-18	Holding for 2017 Carryforward - Map 21 -			\$758,447.17	\$0.00	\$0.00		\$758,447.17
	405c Data Program Total				\$758,447.17	\$0.00	\$0.00		\$758,447.17
	MAP 21 405c Data Program Total		\$0.00	\$758,447.17	\$758,447.17	\$0.00	\$0.00	\$0.00	\$758,447.17
MAP 21 405d Impaired Driving Low									
	M6X-2018-01-24-18	Holding for 2017 Carryforward - Map 21 -			\$0.00	\$0.00	\$0.00		\$0.00
	M6X-2018-02-28-18	Changed Project # - Department of Toxicology			\$0.00	\$0.00	\$0.00		\$0.00
	M6X-2018-03-28-18	Department of Toxicology LC/QQQ			\$0.00	\$0.00	\$0.00		\$0.00
	M6X-2018-04-00-05	DRE TABLETS			\$105,000.00	\$0.00	\$0.00		\$105,000.00
	M6X-2018-07-00-00	Department of Toxicology - Backlog Reduc			\$200,000.00	\$110,969.00	\$0.00		\$89,031.00
	M6X-2018-09-00-01	Department of Toxicology - LC/QQQ			\$400,000.00	\$344,472.96	\$0.00		\$55,527.04
	M6X-2018-09-00-02	Department of Toxicology - LC-TOF Liquid			\$300,000.00	\$276,682.67	\$0.00		\$23,317.33
	M6X-2018-10-00-08	Indiana State Police			\$548,404.31	\$548,404.31	\$0.00		\$0.00
	M6X-2018-10-18-17	Deleted Acct - Change project # - INDIAN			\$0.00	\$0.00	\$0.00		\$0.00
	405d Impaired Driving Low Total				\$1,553,404.31	\$1,280,528.94	\$0.00		\$272,875.37
	MAP 21 405d Impaired Driving Low		\$0.00	\$1,553,404.31	\$1,553,404.31	\$1,280,528.94	\$0.00	\$0.00	\$272,875.37
FAST Act NHTSA 402									
	PA-2018-01-00-00	402 P&A			\$425,000.00	\$173,357.12	\$0.00		\$251,642.88
	Planning and Administration Total				\$425,000.00	\$173,357.12	\$0.00		\$251,642.88
Motorcycle Safety									
	MC-2018-00-00-13	Media/Public Awareness Campaign			\$195,000.00	\$156,706.11	\$0.00		\$38,293.89
	MC-2018-00-00-18	Program Management / Motorcycle Coordina			\$0.00	\$0.00	\$0.00		\$0.00
	Motorcycle Safety Total				\$195,000.00	\$156,706.11	\$0.00		\$38,293.89
Occupant Protection									
	OP-2018-01-00-00	Program Management			\$75,000.00	\$0.00	\$0.00		\$75,000.00
	OP-2018-01-24-18	Holding For 2017 Carryforward - 402 - Fa			\$1,380,283.76	\$0.00	\$0.00		\$1,380,283.76
	OP-2018-02-00-00	Seat Belt Enforcement (OPO)			\$2,991,504.58	\$1,515,977.38	\$0.00		\$1,475,527.20
	Occupant Protection Total				\$4,446,788.34	\$1,515,977.38	\$0.00		\$2,930,810.96
Pedestrian/Bicycle Safety									
	PS-2018-00-00-13	Automotive Safety Program			\$35,000.00	\$0.00	\$0.00		\$35,000.00
	PS-2018-02-00-10	Pedestrian Bicycle			\$150,000.00	\$100,884.15	\$0.00		\$49,115.85
	Pedestrian/Bicycle Safety Total				\$185,000.00	\$100,884.15	\$0.00		\$84,115.85
Police Traffic Services									
	PT-2018-00-00-00	Indiana State Police			\$684,265.80	\$684,265.80	\$0.00		\$0.00
	PT-2018-00-00-01	Program Management			\$75,000.00	\$0.00	\$0.00		\$75,000.00
	PT-2018-05-00-00	Statewide Training			\$7,000.00	\$0.00	\$0.00		\$7,000.00
	PT-2018-06-00-00	OPO Success Awards			\$95,000.00	\$0.00	\$0.00		\$95,000.00
	Police Traffic Services Total				\$861,265.80	\$684,265.80	\$0.00		\$177,000.00
Traffic Records									
	TR-2018-01-00-00	PPI - Public Policy Institute - Indiana			\$350,000.00	\$228,728.16	\$0.00		\$121,271.84
	Traffic Records Total				\$350,000.00	\$228,728.16	\$0.00		\$121,271.84
Community Traffic Safety Project									
	CP-2018-01-00-00	LEL Program			\$495,000.00	\$465,471.39	\$0.00		\$29,528.61
	Community Traffic Safety Project Total				\$495,000.00	\$465,471.39	\$0.00		\$29,528.61
Child Restraint									
	CR-2018-02-01-22	Child Restraint Distribution Project			\$25,000.00	\$0.00	\$0.00		\$25,000.00
	CR-2018-17-00-00	Operation Kids - Next Generation			\$15,000.00	\$6,757.93	\$0.00		\$8,242.07
	Child Restraint Total				\$40,000.00	\$6,757.93	\$0.00		\$33,242.07
Paid Advertising									
	PM-2018-00-00-12	Media/Communications Division			\$799,500.00	\$799,500.00	\$0.00		\$0.00
	Paid Advertising Total				\$799,500.00	\$799,500.00	\$0.00		\$0.00
Teen Safety Program									
	TSP-2018-07-00-01	SADD			\$150,000.00	\$55,138.81	\$0.00		\$94,861.19
	Teen Safety Program Total				\$150,000.00	\$55,138.81	\$0.00		\$94,861.19
	FAST Act NHTSA 402 Total		\$5,494,322.79	\$2,453,231.35	\$7,947,554.14	\$4,186,786.85	\$0.00	\$0.00	\$3,760,767.29
FAST Act 1906 Prohibit Racial Profiling									
	F1906CMD-2018-01-00-00	Racial Profiling Grant			\$350,557.00	\$54,058.18	\$0.00		\$296,498.82
	F1906CMD-2018-02-00-00	Holding for 2017 Carryforward - 1906			\$399,443.00	\$0.00	\$0.00		\$399,443.00
	1906 Collecting and Maintaining Data				\$750,000.00	\$54,058.18	\$0.00		\$695,941.82
	FAST Act 1906 Prohibit Racial Profiling Total		\$375,000.00	\$375,000.00	\$750,000.00	\$54,058.18	\$0.00	\$0.00	\$695,941.82
FAST Act 405b OP High									
	M1X-2018-01-00-00	Automotive Safety Program			\$636,571.70	\$0.00	\$0.00		\$636,571.70
	M1X-2018-01-24-21	Holding For 2017 Carryforward - 405b - F			\$174,324.16	\$0.00	\$0.00		\$174,324.16
	M1X-2018-03-00-00	Rural Demonstration Project			\$80,000.00	\$0.00	\$0.00		\$80,000.00
	M1X-2018-03-00-01	Child Restraint Check-up Form			\$45,000.00	\$0.00	\$0.00		\$45,000.00

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405b OP High Total			\$935,895.86	\$0.00	\$0.00	\$935,895.86	
FAST Act 405b OP High Total	\$766,834.49	\$169,061.37	\$935,895.86	\$0.00	\$0.00	\$935,895.86	
FAST Act 405c Data Program							
M3DA-2018-01-00-00	Program Management		\$60,000.00	\$23,927.82	\$0.00	\$36,072.18	
M3DA-2018-01-24-18	Holding For 2017 Carryforward - 405C - F		\$329,654.24	\$0.00	\$0.00	\$329,654.24	
M3DA-2018-02-00-00	Purdue University/CRS		\$115,000.00	\$22,189.31	\$0.00	\$92,810.69	
M3DA-2018-03-00-00	Supreme Court		\$340,000.00	\$0.00	\$0.00	\$340,000.00	
M3DA-2018-04-00-00	DHS (Dept of Homeland Security)		\$104,999.99	\$825.12	\$0.00	\$104,174.87	
M3DA-2018-05-00-00	ISDH		\$170,252.00	\$0.00	\$0.00	\$170,252.00	
M3DA-2018-06-00-00	BMV Data Compliation		\$2,000.00	\$0.00	\$0.00	\$2,000.00	
M3DA-2018-07-00-00	BMV Stars		\$500,000.00	\$458,250.36	\$0.00	\$41,749.64	
405c Data Program Total			\$1,621,906.23	\$505,192.61	\$0.00	\$1,116,713.62	
FAST Act 405c Data Program Total	\$848,702.13	\$773,204.10	\$1,621,906.23	\$505,192.61	\$0.00	\$1,116,713.62	
FAST Act 405d Impaired Driving Low							
M6X-2018-01-00-00	Program Management		\$75,000.00	\$14,949.22	\$0.00	\$60,050.78	
M6X-2018-01-24-18	Holding For 2017 Carryforward - 405d - F		\$3,035,464.67	\$0.00	\$0.00	\$3,035,464.67	
M6X-2018-04-00-00	SFST/DRE		\$390,908.26	\$133,936.68	\$0.00	\$256,971.58	
M6X-2018-04-00-05	Moved to 405D, Map 21 - DRE Tablets		\$0.00	\$0.00	\$0.00	\$0.00	
M6X-2018-06-00-00	Traffic Safety Resource Prosecutor		\$185,000.00	\$0.00	\$0.00	\$185,000.00	
M6X-2018-06-00-01	Excise Police - Teen Traffic Safety		\$220,000.00	\$0.00	\$0.00	\$220,000.00	
M6X-2018-07-00-00	Moved to Map 21 - Department of Toxicolo		\$0.00	\$0.00	\$0.00	\$0.00	
M6X-2018-10-00-08	Indiana State Police		\$211,595.69	\$108,648.49	\$0.00	\$102,947.20	
M6X-2018-12-00-08	Ignition Interlock Pilot		\$37,000.00	\$0.00	\$0.00	\$37,000.00	
M6X-2018-14-00-05	Summer Impaired Driving Enforcement Proj		\$500,000.00	\$0.00	\$0.00	\$500,000.00	
M6X-2018-15-00-01	Motorcycle HVE		\$65,000.00	\$0.00	\$0.00	\$65,000.00	
M6X-2018-15-00-09	Enforcement (DUI Task Force)		\$250,875.00	\$4,860.17	\$0.00	\$246,014.83	
405d Impaired Driving Low Total			\$4,970,843.62	\$262,394.56	\$0.00	\$4,708,449.06	
405d Low Court Support							
FDLCS-2018-00-00-01	DWI Court Training		\$110,000.00	\$86,605.15	\$0.00	\$23,394.85	
405d Low Court Support Total			\$110,000.00	\$86,605.15	\$0.00	\$23,394.85	
405d Low Paid/Earned Media							
FDLPEM-2018-00-00-01	Media / Communications Division		\$755,000.00	\$41,129.53	\$0.00	\$713,870.47	
405d Low Paid/Earned Media Total			\$755,000.00	\$41,129.53	\$0.00	\$713,870.47	
405d Low Motorcycle Safety							
FDL*MC-2018-00-01-01	Unendorsed Motorcycle Rider Initiative		\$20,000.00	\$0.00	\$0.00	\$20,000.00	
405d Low Motorcycle Safety Total			\$20,000.00	\$0.00	\$0.00	\$20,000.00	
FAST Act 405d Impaired Driving Low		\$3,038,310.95	\$2,817,532.67	\$5,855,843.62	\$390,129.24	\$0.00	\$5,465,714.38
FAST Act 405e Special Distracted Driving							
FESX-2018-01-00-00	Distracted Driving		\$278,510.38	\$0.00	\$0.00	\$278,510.38	
405e Distracted Driving Total			\$278,510.38	\$0.00	\$0.00	\$278,510.38	
FAST Act 405e Special Distracted Driving Total	\$0.00	\$278,510.38	\$278,510.38	\$0.00	\$0.00	\$278,510.38	
FAST Act 405f Motorcycle Programs							
M9X-2018-00-01-05	Media Communications Division		\$50,000.00	\$50,000.00	\$0.00	\$0.00	
M9X-2018-00-02-05	Holding for 2017 Carryforward		\$120,080.08	\$0.00	\$0.00	\$120,080.08	
M9X-2018-00-04-18	Program Management		\$15,000.00	\$3,604.76	\$0.00	\$11,395.24	
405f Motorcycle Programs Total			\$185,080.08	\$53,604.76	\$0.00	\$131,475.32	
FAST Act 405f Motorcycle Programs	\$94,389.36	\$90,690.72	\$185,080.08	\$53,604.76	\$0.00	\$131,475.32	
<b>NHTSA Total</b>	<b>\$12,585,048.72</b>	<b>\$11,240,314.94</b>	<b>\$23,825,363.66</b>	<b>\$7,148,251.28</b>	<b>\$0.00</b>	<b>\$16,677,112.38</b>	
<b>Total</b>	<b>\$12,585,048.72</b>	<b>\$11,240,314.94</b>	<b>\$23,825,363.66</b>	<b>\$7,148,251.28</b>	<b>\$0.00</b>	<b>\$16,677,112.38</b>	

\*\*\*The State of Indiana was approved based on demonstration of extraordinary events, an extension for financial close-out. Upon completion of that process and amended report will be submitted to fully reflect financial investment of the projects identified here.