FISCAL YEAR 2008 ANNUAL REPORT

Indiana Criminal Justice Institute

Traffic Safety Division

State of Indiana

Highway Safety Annual Report

FY 2008

Prepared for:

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Prepared by:

The Indiana Criminal Justice Institute's

Traffic Safety Division

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EXECUTIVE SUMMARY

FY 2008 was an exciting and innovative year for the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI). The fiscal year started strong when Governor Daniels showed his support of traffic safety initiatives in Indiana by agreeing to be the master of ceremonies at the annual Operation Pull Over banquet in November. This banquet, which recognized over 500 officers who work traffic safety programs through the TSD, was a catalyst for Indiana to move from a program management to a program development philosophy in FY 2008. With an increase in staff within the TSD, along with more accurate and timely traffic data, simply managing programs was not good enough. The division improved upon current programs with further project development within the programs. With persistent and changing problems affecting traffic safety, the expansion and addition of new projects within programs, such as our young driver and motorcycle initiatives, were necessary. Long-standing programs, such as our DUI and occupant protection programs, are being reviewed for inefficiencies, as well as gaps in education and enforcement so we can continue to make advancements in reducing fatalities on our roadways.

Indiana has completed its fifth consecutive year of lower traffic fatalities. In order to continue this trend of saving lives, renewed energy in the development of projects and improvement of programs will become the norm rather than the exception. Although it is difficult to ascertain whether one program versus another can be credited for a reduction in crashes, injuries or fatalities, some inferences can be made based on crash data and research. Indiana increased its seatbelt usage rate to an all-time high of 91.2 percent, up more than two points from last year. This increase is due primarily to the passage of Indiana's primary seatbelt law in 2007. In the past two years the seatbelt usage rate has increased nearly seven points, which translates to an estimated 419,553 additional Hoosiers buckling up. Indiana has also seen a dramatic increase in the seatbelt usage rate of pickup truck occupants, rising more than 14 points since the new law went into effect. Indiana also continues to make advancements in the area of alcohol related fatalities. Indiana moved from the 11th lowest rate of fatalities due to impaired drivers in the United States to fourth in 2007. Last year, 25.6 percent of vehicle deaths in Indiana involved drunk drivers, a six percent drop from the previous year.

Advancements in Indiana's traffic records continue, which allows the TSD and our stakeholders to better analyze where our programs could focus and continue the development of projects to address these problem. These advancements in Indiana's traffic records systems were acknowledged at the annual traffic records forum in July by the Association of Transportation Safety Information Professionals. At this forum, the TSD received a runner-up award. Some of these advancements in traffic records in FY 2008 included the implementation of electronic Citation and Warning System (eCWS) by 80 law

enforcement agencies and the Indiana State Police (ISP). This system will include a centralized repository that can be queried by geographical region and citation type to help with project development. In addition to the increased accuracy and efficiencies of officers using eCWS over paper citations, we now see more than 98 percent of the crash reports being submitted electronically. Of these, an astonishing 77 percent are submitted within five days or less of the crash.

In FY 2008 new traffic safety initiatives were implemented to counter dangerous driving habits of Indiana drivers, such as speeding and red light running, which previously were not address by the TSD. Through enhanced quality, availability and timeliness of traffic records , the TSD is able to use this data in the development of new programs like the dangerous driving initiative in FY 2008.

These are just a few of the innovative programs and accomplishments that the TSD has achieved in FY 2008. Other initiatives such as "*looking beyond the ticket"* and the Dangerous Driving program are some examples of Indiana traffic safety moving from traditional boundaries for improving roadway safety to a wider focus. In an effort to pro-actively address traffic issues through sound data, education and enforcement, Indiana is accelerating toward more effective programs and safer roadways.

INTRODUCTION

The Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI) manages federal funds that are allocated throughout Indiana to support programs designed to fulfill its mission "*To reduce death, injury, property damage and economic cost associated with traffic crashes on Indiana's roadways*." With the plan to place our greatest resources toward our greatest problems, the TSD focuses on data-driven decision making for developing programs to fulfill our mission.

The ICJI's TSD consists of a Division Director who coordinates the efforts of the support staff including an Impaired Driving Program Manager, Traffic Records Coordinator, Traffic Safety Research Associate, Traffic Services Program Manager, Program and Law Enforcement Liaison Supervisor and seven Law Enforcement Liaisons located regionally across Indiana. The TSD maintains a close working relationship with the Research, Finance and Communication Divisions within ICJI. The TSD also utilizes the resources and expertise of the Center for Criminal Justice Research out of Indiana University-Purdue University of Indianapolis' School of Public and Environmental Affairs, the Center for Roadway Safety located at Purdue University, the Governor's Council on Impaired and Dangerous Driving, and the Traffic Records Coordinating Committee.

The TSD promotes traffic safety initiatives on state and local roadways through the creation of a comprehensive Highway Safety Plan (HSP). The HSP describes the projects and activities planned to help reach national and state traffic safety goals in areas identified for priority programs. The Annual Report (AR) is an account of the previous fiscal year's activities and accomplishments in response to the goals set forth in the HSP. The performance plan will explain how we evaluated whether the goals were reached. The program report section will tell the goals and accomplishments, project details, and media activities for each program. This is followed by sections on program funding, highlights from FY 2008, and finally the fiscal and legislative summaries. It is the goal of the TSD that this document not only illustrate the activities of FY 2008 to those outside ICJI, but also that we utilize this document internally as a tool for reflection and help to stimulate ideas and improvements that can be made in FY 2009 and later years.

PERFORMANCE PLAN

Consistent review and analysis of relevant traffic safety data was used to guide the decision making process in program areas in FY 2008. Priority was given to the areas that would have the greatest possible impact in reducing the number of lives lost and injuries sustained on Indiana roadways.

The TSD identified the six data-driven target areas for focus in FY 2008. Previous rates were established for the following in the FY 2008 HSP:

- Total number of fatalities
- Seatbelt usage
- Young drivers
- Impaired Driving
- Motorcycle safety
- Dangerous driving (speed and traffic violation control)

The primary sources of data that were used in problem identification for FY 2008 include the Fatality Analysis Reporting System (FARS), driver and vehicle reports maintained by the Bureau of Motor Vehicles (BMV), and the Automated Reporting Information Exchange System (ARIES). Data from these sources were continuously monitored throughout the year by TSD staff and adjustments were made if deemed necessary.

With the TSD's continued partnership with the Center for Criminal Justice Research (the Center), the number and the detail of the performance measures continues to increase. Members of the TSD continue to work with representatives of the Governor's Council on Impaired and Dangerous Driving (Council), which includes representatives from several traffic safety partners including the Center, Indiana Department of Transportation (INDOT), Indiana University Medical Center – Department of Toxicology, Riley Hospital for Children, National Highway Traffic Safety Administration (NHTSA), State Farm Insurance, and local police departments. In addition to members of the TSD and the Council, other stakeholders involved in setting performance goals for FY 2008 included members of the Traffic Records Coordinating Committee (TRCC), and the State's Law Enforcement Liaisons (LELs). As was established in 2007, the TSD continues to re-evaluate goals and examine trends and successes over the last five years for determining short term and long term goals for each priority area.

PROGRAM REPORTS

The TSD programs are divided into six program areas, each of which had goals for FY 2008. The following section on program reports will be separated by program area. Within the section, each program area's goals and accomplishments, project details, and media support will be explained in detail.

Although the programs address different areas of traffic safety, they share a common mission and set a common goal for FY 2008: to reduce fatalities from traffic collisions from 899 in FY 2006 to 881 in FY 2008. This goal has been achieved with great success. As of December 17, 2008, there were 781 fatalities during FY 2008.

OCCUPANT PROTECTION PROGRAM

The occupant protection program is designed to increase seatbelt usage, as well as educate the public on the proper use of seatbelts and child restraint systems.

Goals & Achievements

2008 Goal	Result	Achieved
Increase the percent of the population using safety belts from 87.9% in 2007 to 90% for the same time period in 2008.	Indiana's overall safety belt usage rate reached an all time high of 91.2% in June 2008[1], more than 1 percentage point higher than the goals set for the fiscal year.	**Yes**

Results from Indiana's yearly roadside observational survey of seatbelt use revealed an increase in the State's overall seatbelt usage rate. Indiana's overall seatbelt usage rate reached 91.2 percent. Indiana saw the greatest increase in the rate for pickups, 14 points, mainly due to the passage of Indiana's new restraint use law that no longer excludes pickup trucks from mandatory seatbelt use.

ALL TIME RECORD
91.2%
SEATBELT USAGE RATE

In addition to the seatbelt usage rate, the Automotive Safety Program (ASP) added 195 new Child Passenger Safety (CPS) technicians and 33 new law enforcement technicians. The addition of the technicians may help increase the number of child seats provided to the

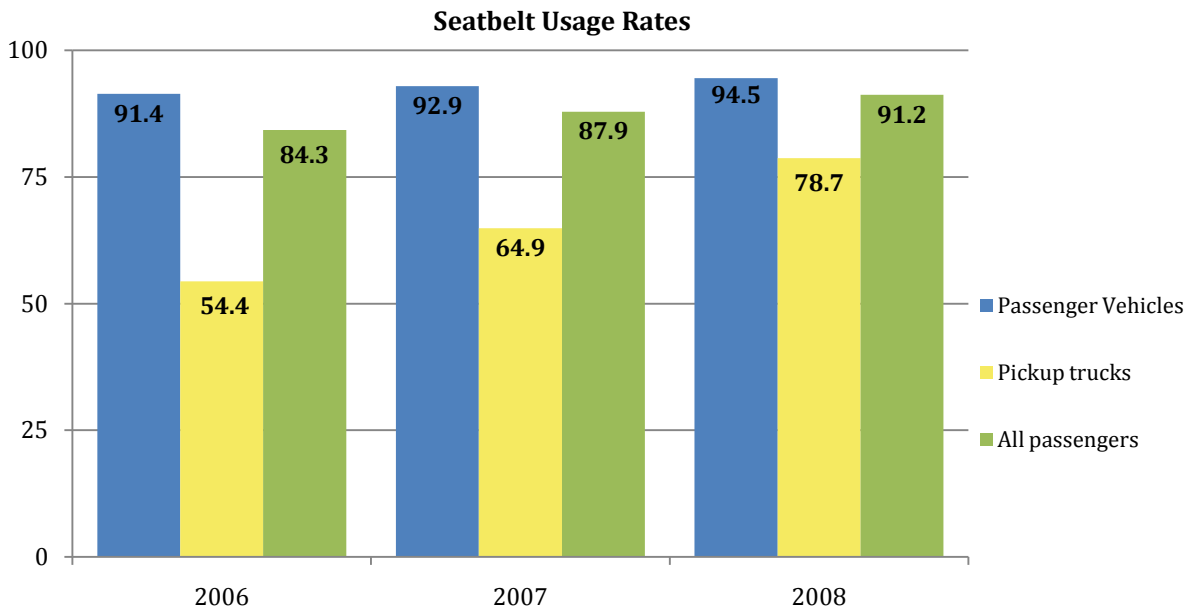
[1] Data derived from the June 2008 Observational Seatbelt Survey. Results compiled by Purdue University Center for Road Safety.

public in 2009. The ASP also reconvened the Automotive Safety Program Advisory Council, an organization representing the various advocacy groups for CPS.

Project Details

Each year the TSD funds a roadside observational survey of seatbelt use. The seatbelt usage rates for each year are taken from this survey (see Graph 1). During FY 2008, the TSD continued to support the Operation Pull Over (OPO) and Big City/Big County (BCC) enforcement programs, in conjunction with NHTSA's "Click It or Ticket" mobilizations. Four new BCC agencies and 15 new OPO agencies added in FY 2008 helped increase enforcement efforts.

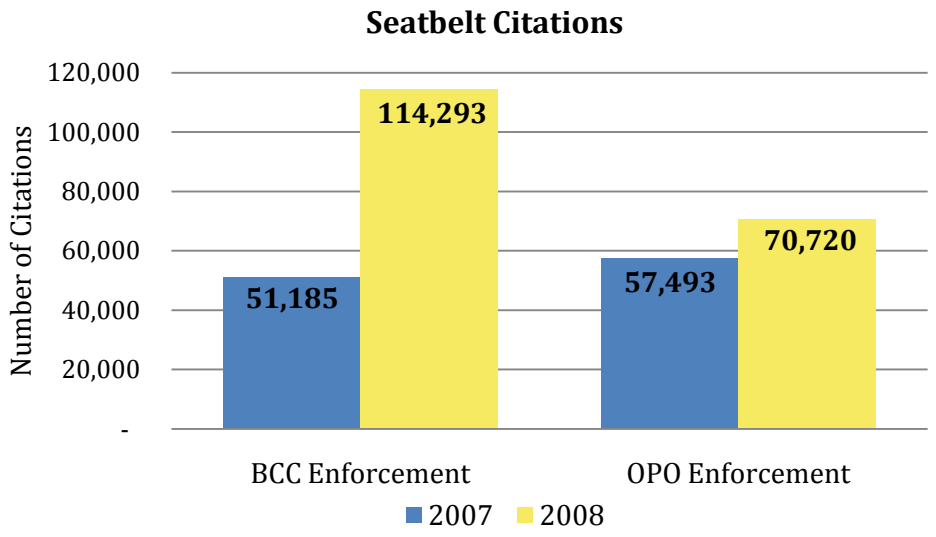
Graph 1



Data derived from June 2008 Observations Seatbelt Surveys, Purdue University Center for Road Safety.

During every blitz period worked in the OPO program in FY 2008, the rates for citations, seatbelt/child restraint violations (SB/CR), and DUI arrests increased from the corresponding blitzes in FY 2007. The enforcement programs together issued 185,013 seatbelt citations during FY 2008. This was an increase of 76,335 citations from FY 2007 (see Graph 2). The most significant change occurred during Blitz 55 for FY 2008, where the contact rate increased from 1.70 to 3.32 per hour, the SB/CR rate increased from 1.57 to 2.04 per hour, and the DUI arrest rate increased from 9.19 to 4.55 per hour.

Graph 2



Data derived from OPO Database, ICJI

The Indiana State Police (ISP) has 18 districts, all of which participate in the BCC program. ISP wrote 69,858 citations, conducted 4,068 seatbelt patrols and worked 25,958 hours in the BCC program.

Numerous law enforcement agencies reported significant events that occurred while working our enforcement programs. While working OPO during Blitz 54, the Fishers Police Department reported 480 traffic stops resulting in numerous arrests for crimes such as operating while intoxicated, minor consumption, and neglect of a dependent. During Blitz 55, the Kokomo Police Department reported 111 seatbelt citations and two child restraint citations, and two child restraint systems installed by CPS technicians. During Blitz 56, the Bourbon Police Department removed a drunk driver from the road before his actions resulted in a tragedy. The driver was unaware of his location and his PBT was .27% at the scene. The driver was taken to the hospital because of his incoherence and it was there that his blood results revealed an alcohol level of .309.

During the BCC enforcement program, the Evansville Police Department coordinated with the Evansville-Vanderburgh School Corporation during the first week of school, August 11th – August 15th. The officers from the Evansville Police Department concentrated on school zones at the beginning and end of each school day. While in the school zones, the officers concentrated on seatbelt violations and speed violations. Each of the 25 seatbelt

saturation patrols conducted during the week were within in a school zone. The Evansville Police Department held a news conference on school zone traffic safety where they advised the media that officers working the BCC enforcement program would be in the school zones in addition to regular duty officers. Two television news stories were aired on officers working the grant in the school zones.

In addition to this collaboration, the Vanderburgh County Sheriff's Office worked with Memorial High School where they separate student into four groups and surveyed approximately 1,000 vehicles for seatbelt usage and also observed various driving behaviors. They found students applying make-up, eating, talking on cell phones, and exhibiting other distracted behaviors. The news media was present for the event and posted positive news stories on local news stations. In addition, the Child Safety Program Manager and Law Enforcement Liaison are preparing a curriculum for the local schools that addresses driving safety. While our officers are ticketing drivers and passengers for failure to wear their seatbelts, they are also doing a wonderful job removing drunk and drugged drivers from Hoosier roadways before tragedy strikes and educating our public about the importance of traffic safety.

Automotive Safety Program

In addition to the standard seatbelt laws in Indiana, state law requires children younger than eight years of age to wear a special child restraint when riding in a vehicle. To encourage the proper use of child restraints by all drivers, ICJI includes the CPS project within the OPO program.

Child safety seat clinic MCTSP

As the sole grantee for the CPS project, the TSD continued to support the ASP at the Indiana University School of Medicine. ASP conducted statewide public information and education programs to increase correct use of occupant restraint. The ASP also administered the "Project L.O.V.E." child passenger restraint voucher program. While the State saw a significant increase of the number of vouchers distributed by law enforcement, climbing from 919 in FY 2007 to 937 in FY 2008, the number of redeemed vouchers decreased from 33 percent (307) in FY 2007 to 29 percent (275) in FY 2008. ASP also experienced a decrease in the total number of child seats provided to the public, sliding four percent 4,651 in FY 2007 to 4,460 in FY 2008.

Media

Click It or Ticket (May 16-June 1)

There were four distinct objectives of this campaign that helped determine where media would focus. The first objective of this campaign was to promote the life-saving benefits of seatbelt use and behavioral change among the primary (men 16-34) and secondary target audiences (minority males 16-34) as it relates to increasing the seatbelt usage rate. The second objective was to increase seatbelt use among those who drive pick-up trucks, given that the number of pick-up truck drivers who buckle up is considerably less in comparison to motorists who drive passenger cars. The third objective was to increase nighttime seatbelt use, as data indicates that seatbelt usage typically declines at night (after 6:00

p.m.). The fourth objective was to encourage seatbelt usage by promoting enforcement and reminding the target audiences that if they fail to buckle up, they will be ticketed.

Utilizing data from IJCI's Research Division, media coverage for Click It or Ticket was blanketed across the state as the data indicated that unrestrained fatalities were occurring at a constant rate. However, pick-up truck drivers traditionally have lower seatbelt usage rates than passenger cars in Indiana, as noted in the observational seatbelt surveys. For television advertisements for Click It or Ticket, the NHTSA occupant protection video showing enforcement on pick-up truck drivers was branded and utilized. In northwest Indiana where television coverage falls within the Chicago media market, outdoor marketing was utilized as a supplemental medium to educate the public on Indiana's new primary seatbelt law with our messaging "*Every Seat, Every Trip, Every Time*".

Campaign: Click It Or Ticket (Radio & Television)					
Post Dates: 5/16 - 6/1/08					
Purchased			**Actual**		
Spots	Station Investment	# of Spots	Added Value Spots	Station Investment	Gross Impressions
5,417	$266,806.00	5,291	1,263	$259,582.00	5,886,498

Campaign: Click It Or Ticket (Outdoor)					
Post Dates: 5/12 - 6/8/08					
		Purchased		**Actual**	
County	Company	# of Boards	Investment	# of Boards	Investment
Lake	Lamar	6	$3,176.47	6	$3,176.47
LaPorte	Lamar	2	$1,058.82	2	$1,058.82
Morgan	Lamar	3	$2,040.00	4	$2,040.00
Marion	Clear Channel	3	$2,877.65	4	$2,877.65
Monroe	Lamar	4	$5,200.00	4	$5,200.00
Johnson	Lamar	1	$680.00	1	$680.00
	Campaign Total:	19	$15,032.94	21	$15,032.94
	Billed to Client		$13,161.34		$13,161.34

Telephone Surveys

A pre and post telephone survey was conducted for the May CIOT blitz. A sample of 1,000 residents was surveyed about their impressions and knowledge of a variety of traffic safety messages. Some of the key findings of the survey were that 32.5 percent of respondents have heard of a special law enforcement seatbelt effort in the post survey. This is an

increase from 14.8 percent who responded in the pre survey. Of those who had heard of it, 48.6 percent saw a television commercial about it. Respondents who recall seeing or hearing the following key slogans:

PRE	POST	CHANGE	
71.7%	87.3%	+15.6%	Click It or Ticket
41.4%	51.7%	+10.3%	Save a Life! Be Aware. Motorcycles are Everywhere.
33.9%	41.6%	+7.7%	Operation Pullover

Child Passenger Safety (September 14-21)

One objective of the CPS campaign was to remind parents, grandparents and caregivers to properly restrain their children in child safety seats at all times in accordance with the recommended weight, height, and age. Another objective was to remind the target audiences that child passenger safety seats are required – meaning that children (under the age of eight or weight of 80 lbs), have to be restrained by the appropriate restraint systems at all times.

Media was concentrated on the parts of the state which showed low CPS usage statistics . Based on our data, there was a high incidence of injury and fatality involving children four to seven years of age particularly in Warren, Newton, Scott, Blackford, Lake, Crawford, Delaware, Lawrence, Vermillion, and Dearborn counties. In addition to Marion County, the buy was weighted in these counties and then distributed evenly statewide via radio broadcasts.

Campaign: Child Passenger Safety (Radio)					
Post Dates: 9/14 - 9/21/2008					
Purchased			**Actual**		
Spots	Station Investment	# of Spots	Added Value Spots	Station Investment	Gross Impressions
1,520	$56,838.00	1,563	479	$55,927.00	2,997,800

Earned Media: Click It or Ticket / Child Passenger Safety													
	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	End FY 08
Total Articles	24	35		47	35	25	55	235	167	32	26	23	**704**
Television Spots			186	112	27	56	38	213	140	331	116	101	**1320**
Interviews								6		1			**7**
Statewide Releases		3						2		2	1	2	**10**
Media Events								2				1	**3**
Total	**24**	**38**	**186**	**159**	**62**	**81**	**93**	**458**	**307**	**366**	**143**	**127**	**2044**

Media Highlights

FY 2008 media efforts began with "Safe Family Travel" (Blitz 53) events in both Indianapolis and Evansville. To kickoff "Click It or Ticket" (Blitz 55), the Communications Division coordinated a media event at the Indianapolis Motor Speedway and included the appearance of Indy Racecar driver Sarah Fisher. The event was also marked by the appearance of NHTSA Senior Associate Administrator of Traffic Injury Control, Brian McLaughlin.

The Communications Division distributed statewide news releases that generated a great deal of media coverage in the form of radio and television interviews. Also, the division was present at the Indiana State Fair through radio ads, print media, live PSAs, a "Buckle Up Indiana" main stage promotion, and distribution of educational materials. The Communications Division also partnered with the ASP, Babies R' Us, Toys R' Us and Safe Kids Indiana to host a Child Seat Check Clinic during Child Passenger Safety Week (September 21-27, 2008.) During this event, both English and Spanish speaking certified technicians conducted free child safety seat inspections and distributed child safety seat vouchers. All old and recalled seats were crushed by a trash compactor to show the public that old and outdated seats should not be used. Child passenger safety advocates held similar events on this day at 11 other locations throughout the state.

YOUNG DRIVER PROGRAM

Two programs focus on the young drivers, ages 15 to 24. This is the first year the annual report has included a section on young drivers. We believed it was appropriate for FY 2008 to include this group because of their general lack of experience and increased likelihood of being involved in a traffic collision.

Goals & Achievements

2008 Goal	Result	Achieved
Decrease the number of fatalities for young drivers 24 years of age and younger from 304 in 2006 to 295 in 2008.	Results from 2008 indicate that Indiana continues to make strides in reducing young drivers being involved in fatal crashes. There were 255 young driver fatalities in FY 2008[2].	**Yes**

Indiana Students Against Destructive Decisions (SADD) chapter added five new high schools and now distributes the newsletter to more than 100 individuals. SADD traveled to sixty schools, churches and youth facilities throughout the state in FY 2008. SADD and student members have established ten new high school and middle school chapters across the state. Clarian Health distributed six additional mini-grants than last year, more than twice the number in FY 2007.

Project Details

Indiana SADD

In an effort to promote healthy behavior in young drivers, SADD continues to be an asset in reducing the incidence of underage consumption of alcoholic beverages and informing the students of the importance of buckling up. In FY 2008, 25 schools received SADD manuals and over 400 high schools and an equal number of middle schools received SADD newsletters and flyers. These totals surpassed FY 2007 totals, and now represents the highest number of schools ever receiving SADD materials in Indiana. SADD currently has partnerships with 14 different organizations that share their commitment to helping to keep young children, passengers and drivers safe on Indiana roadways.

Students participating in the "Quick-Click Challenge" event at an Indianapolis area school

[2] Data from the Indiana State Police Fatality Analysis Reporting System, NHTSA. Accurate as of 12/22/2008.

Clarian Health

The funds dispersed to Clarian Health helped them pay for fifteen mini-grants awarded to local schools. Richmond High School (RHS) was one of the mini-grantees. RHS coordinated the "No Red Asphalt at RHS: Give your blood to the community blood center instead of making a mess on the pavement" campaign that received national recognition. Twelve of Richmond's Community Schools stenciled "Buckle Up" in parking lot exits and taught 600 elementary school children lessons about alcohol prevention and seatbelt use. Richmond's Mayor proclaimed May as "National Youth Traffic Safety Month" due to RHS's efforts.

During the summer of 2008, there was a renewed interest in Indiana's the Graduated Driver's License (GDL) law. , The Clarian Health Coordinator testified during a legislative summer study committee and encouraged Indiana's legislature to consider placing a restriction on the use of telecommunication devices while driving on a probationary license. Clarian partnered with AAA Hoosier Motor Club and other organizations to propose improving Indiana's GDL law. In addition to the telecommunications ban in the proposed GDL law, Indiana is focused on raising the age a teen can obtain a probationary license in hopes of increasing the supervised driving time before a teen obtains their license.

IMPAIRED DRIVING PROGRAM

Although great strides have been made in reducing impaired driving in Indiana, it still remains a persistent issue. The impaired driving program is designed to decrease alcohol related crashes, injuries and deaths. As well as educating the public on the dangers of impaired driving and the consequences they will face if they do drive impaired.

Goals & Accomplishments

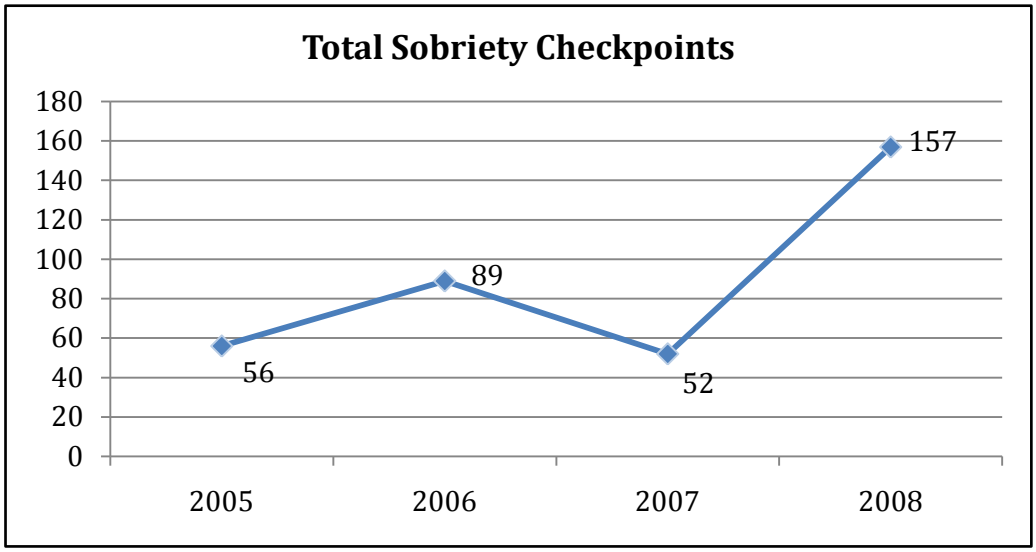
2008 Goal	Result	Achieved
Reduce the number of alcohol related fatalities from 154 in FY 2006 to 151 during FY 2008.	There were 108 alcohol related fatalities during FY 2008[3].	Yes
Reduce the percent of alcohol related fatalities from 17.5% in FY 2006 to 17.1% in FY 2008.	The percent of alcohol related fatalities was 13.8% in FY 2008[4].	Yes

[3] Data from Indiana State Police Fatality Analysis Reporting System, NHTSA. Accurate as of 12/30/2008.
[4] Data from Indiana State Police Fatality Analysis Reporting System, NHTSA. Accurate as of 12/30/2008.

Note: Alcohol related fatalities include those where BAC was 0.08 g/dL or higher.

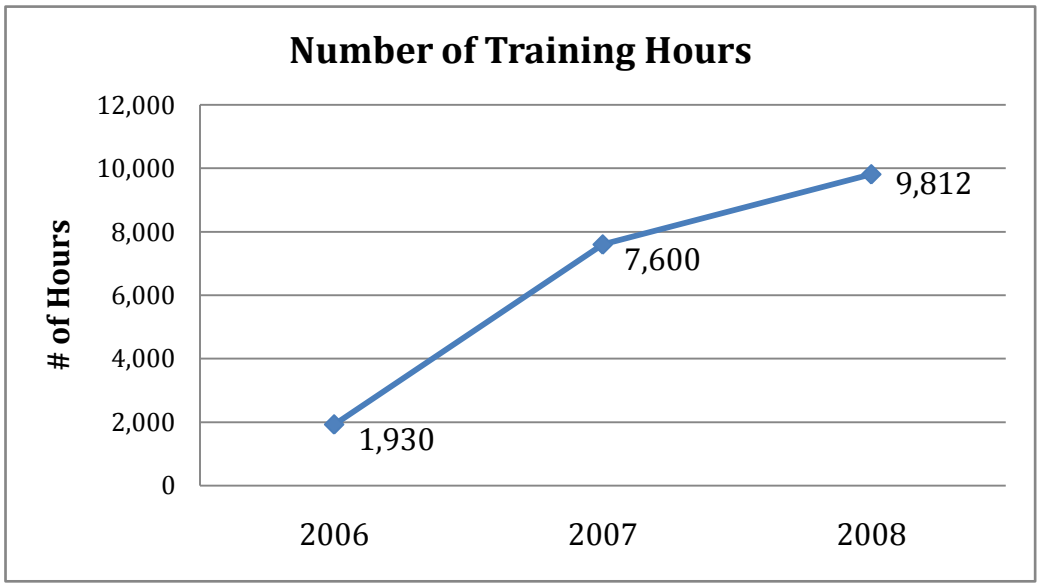
DUI Taskforces conducted 157 sobriety checkpoints throughout the state in FY 2008, more than triple the 56 sobriety checkpoints conducted in FY 2005 (see Graph 3).

Graph 3



In FY 2008, the TSD funded training to certify 279 law enforcement officers in a variety of crash reconstruction and impaired driving detection seminars. While equal to the number of officers who received training last year, this year the TSD offered 9,812 training hours compared to the 7,600 hours offered in the previous year (see Graph 4).

Graph 4



Project Details

DUI Task Force Indiana

According to NHTSA, Indiana had the fourth lowest percentage of alcohol related fatalities in the nation at 25.6 percent for 2007. This is considerably lower than the national average of 31.7 percent of alcohol related fatalities (.08% BAC or greater). DUI Task Forces are provided overtime funding to detect and arrest impaired drivers. This is one of the most significant and visible means for the public to know that Indiana is serious about arresting impaired drivers.

For FY 2008, the DUI Task Force represented 131 law enforcement agencies in 31 Indiana counties. The participating departments' jurisdictions represent:

- 77 percent of all crashes
- 66 percent of all fatalities
- 67 percent of all alcohol related fatalities
- 78 percent of all alcohol related personal injury crashes
- 80 percent of alcohol related property damage crashes[5].

Starting in FY 2009, the number of DUI Task Forces will increase to represent 139 law enforcement agencies in 35 counties. The ISP provided primary DUI enforcement in ten Indiana counties that do not have a funded DUI Task Force. ISP works in conjunction with local law enforcement agencies to ensure DUI enforcement is occurring in all 92 Indiana counties.

[5] Indiana State Police Automated Reporting Information Exchange System (ARIES). Data accurate as of 12/20/2008.

Officers from the Warrick County Sheriff's Office and three other agencies conduct a press conference announcing their joint participation in the DUI Taskforce and Aggressive Driving Taskforce.

In FY 2008, participation in the DUI Task Force program resulted in the issuance of 5,181 misdemeanor DUI citations and 863 felony DUI citations. DUI Task Force details also produced 3,379 criminal misdemeanor arrests, 787 criminal felony arrests, 2,983 suspended drivers, and 10,664 other traffic citations issued.

Fatal Alcohol Crash Teams (FACT)

The FACT program is designed to aid in the successful adjudication of impaired drivers who have caused serious bodily injury or death. The State's FACT teams were called out to 170 suspected alcohol related crashes, a decrease from over 200 crashes in FY 2007.

In addition to responding to call outs for alcohol related serious bodily injury and fatality crashes, the seven FACT counties also use grant funds to "screen" all serious bodily injury and fatal crashes. This policy has resulted in a ten percent increase in the number of chemical tests performed and reported to FARS, as evidenced by the increase Indiana has shown over the last year.

Crash Investigation and DUI Training Program

To further develop their DUI crash investigation skills, FACT teams and DUI Task Force agencies attended extensive crash reconstruction and at-scene investigation trainings in FY 2008. Instead of using grant funds to send a small amount of officers elsewhere for trainings as in the past, the TSD decided to host the trainings, making them available to a larger number of officers.

Training class topics included at-scene investigation, technical crash investigation, applied physics, occupant kinematics, advanced commercial vehicle reconstruction, vehicle dynamics, sobriety checkpoint supervisor courses, and other OWI related topics.

Indiana State Excise Police – Underage Drinking programs

Indiana Excise Police officers assisted FACT and law enforcement agencies with alcohol related investigations. One such funded program was the Stop Underage Drinking and Sales (SUDS) program. In FY 2008, the Indiana Excise Police conducted 155 SUDS details resulting in over 2,276 total warning and citations with more than 1,700 issued to underage persons. The Indiana Excise Police "Cops in Shops" (CIS) program operated 83 details, which allows excise officers to pose as customers and employees of liquor stores, and yielded the arrest of over 80 people. Excise officers assisted FACT officers by conducting investigations into the establishments that served the impaired driver prior to the crash and were able to take enforcement action based on that investigation. This allowed bars and taverns to be held accountable for over-serving intoxicated patrons who later drive while impaired. All seven FACT have access to Excise officers to assist in the investigation if needed.

Chemical Testing Programs

In a continuing effort to increase the number of drivers tested for drugs and alcohol after being involved in all motor vehicle crashes, the TSD partnered more closely with the Indiana Corner's Association and local law enforcement agencies.

The Indiana State Department of Toxicology (ISDT) appointed a new director, Dr. Michael Wagner. Dr. Wagner has already implemented changes that greatly enhanced the reporting of chemical testing to FARS immediately, rather than waiting for the officers to be notified and having the officers report the results to FARS. This change has shortened the turnaround time on the reporting of results considerably. The changes that have occurred, in conjunction with increased awareness of chemical testing importance, have resulted in an increase from 58 percent to 75 percent in the number of reported chemical test results from 2006.

SFST/DRE Program

The Standardized Field Sobriety Testing (SFST) training portion continued to train officers in the best method for identifying alcohol impaired drivers. There were 578 new officers trained in SFST, and 1,114 retrained in proper administration of the tests.

There were two Drug Recognition and Evaluation (DRE) courses held during FY 2008. One course in Lawrenceburg trained 23 officers, 20 from Indiana and three from Ohio. The second course held in Fort Wayne trained 22 officers, 18 from Indiana, three from Ohio, and one from Michigan.

Indiana hosted the 14th National Impaired Driving Conference with NHTSA and the International Association of Chief's of Police (IACP). Over 600 officers attended and heard

a variety of speakers addressing issues dealing with alcohol and drug impairment, toxicology, and prosecution. By several accounts including IACP's section on DRE, the Technical Advisory Panel (TAP), and the many emails received, this was considered by many to be the best conference held since the inception of the Impaired Driving Conference.

Traffic Safety Resource Prosecutor

The primary objective of the Traffic Safety Resource Prosecutor (TSRP) is to provide comprehensive statewide training to prosecutors and law enforcement officers on the most effective methods of investigating and prosecuting impaired driving and other traffic related offenses throughout the year. These trainings should help reduce injuries and fatalities and to keep impaired and dangerous drivers off of the highways by achieving high conviction rates throughout the state. Seven statewide conferences were hosted, conducted or co-sponsored by the TSRP during the 2006-2007 grant year. There were 246 prosecutors and law enforcement professionals that attended these trainings, averaging 41 attendees per training. Trainings included the following topics:

1. Standardized Field Sobriety Testing for Prosecutors
2. Toxicology for Prosecutors
3. Lethal Weapon/FACT Symposium
4. OWI Legal and Ethical Update
5. OWI Trial Advocacy School
6. Cops in Court
7. Supplemental Training

To assist ISP and ICJI in the first ever widespread implementation of sobriety checkpoints by ISP, the TSRP also participated in a sobriety checkpoint training on April 25, 2008 at the Indianapolis Traffic Management Center. The training was attended by many ISP troopers and other law enforcement officers.

The TSRP responded to at least 313 telephone calls and 1,462 e-mail inquiries from prosecutors and law enforcement agencies in Indiana. These inquiries were on a range of topics including interpretation of Indiana statutes and case law, legislative and legal updates on pertinent legislation, admissibility of evidence, advice on how to handle issues in trials, and requests for other trial support assistance.

Media

"Over the Limit. Under Arrest." – St. Patrick's Day Flight (March 7-23)

The objective of this campaign was to deter impaired and dangerous driving behaviors on Indiana's roadways during a time when the likelihood of high risk driving behaviors may be higher due to the celebrations for the St. Patrick's Day holiday. In addition, the goal was to reinforce the consequences of high risk driving behaviors by reminding the target audience (males 18-44) that high-visibility enforcement would be taking place on the roadways to detect and arrest impaired and dangerous drivers.

Research provided by ICJI's Research Division indicated that 54.8 percent of the counties that ranked in the top half for highest *alcohol related fatalities* were in the northern region of the state. While 58.7 percent of the counties that ranked in the top half for highest *unrestrained fatalities* were in the southern region. Using the data outlined above, alcohol messaging targeted the northern and central regions of the state. "Over the Limit. Under Arrest" billboards were placed along Interstate 80-90 in Lake and LaPorte counties and Interstate 69 in Allen County. Billboards in these locations offered effective supplemental reach in counties that are otherwise lost to the Chicago media market. Allen County was chosen due to its high incidence of alcohol-related traffic crashes and fatalities. Interstate 69 is a major, heavily traveled interstate that connects Ft. Wayne to Indianapolis and provides extensive statewide reach. Seatbelt messaging was aired in the southern regions of the state during this flight.

Campaign: Over The Limit Under Arrest (Radio & Television)					
Post Dates: 8/15 - 9/1/2008					
Purchased			**Actual**		
Spots	Station Investment	# of Spots	Added Value Spots	Station Investment	Gross Impressions
5,092	$251,284.00	5,020	1,742	$235,099.00	3,209,441

Campaign: Over The Limit Under Arrest (Outdoors)					
Post Dates: 8/4 - 8/31/2008					
		Purchased		**Actual**	
County	Company	# of Boards	Investment	# of Boards	Investment
Lake/ LaPorte	Lamar	8	$4,265.00	10	$4,235.00
Elkhart	Burkhart	6	$3,456.00	6	$3,456.00
St. Joseph	Burkhart	8	$4,800.00	8	$4,800.00
Vigo	Lamar	3	$2,541.00	4	$2,541.00
Tippecanoe	Burkhart	5	$3,075.00	5	$3,075.00
Marion	Clear Channel	10	$9,553.00	13	$9,553.00
	Campaign Total:	40	$27,660.00	46	$27,660.00
	Billed to Client:		$24,216.33		$24,216.23

Campaign: Over The Limit Under Arrest (Web)			
Post Dates: 8/4 - 8/31/2008			
		Purchased	**Actual**
Banner Ad	Indianapolis	$1,180.00	$1,180.00
Banner Ad	Ft. Wayne	$880.00	$880.00
	Billed to Client:	$1,803.53	$1,803.53

"Over the Limit. Under Arrest." (August 15-September 1)

The objective of this campaign was to reduce the number of alcohol-related crashes and fatalities for motor vehicles and motorcycles, which tend to spike during the Labor Day weekend in comparison to other non-holiday weekends. To achieve this, the media goal was to target the primary and secondary audiences with sustained and frequent messaging designed to deter drinking and driving/riding and other high-risk behaviors during this time. Drinking and riding messaging was introduced as a new focus during this campaign as a way to counter Indiana's rising motorcycle crashes and fatalities where alcohol is a contributing factor.

Based on our data, there was a high incidence of alcohol-related crashes and fatalities which occurred in the following counties: Allen, Bartholomew, Delaware, Elkhart, Lake, LaPorte, Marion, Monroe, St. Joseph, Tippecanoe, Vanderburgh, Vigo, and Wayne. Therefore, the weight of this buy was proportionately focused on these counties.

Campaign: Impaired and Dangerous Driving (Radio & Television)					
Post Dates: March 2008					
Purchased			**Actual**		
Spots	Station Investment	# of Spots	Added Value Spots	Station Investment	Gross Impressions
4,697	$225,300.00	4,770	1,095	$221,304.00	476,530

Campaign: Impaired and Dangerous Driving (Outdoors)					
Post Dates: 3/3/ - 3/23/2008					
		Purchased		**Actual**	
County	Company	# of Boards	Investment	# of Boards	Investment
Allen	Lamar	8	$4,920.00	9	$4,920.00
LaPorte	Burkhart	2	$4,058.86	2	$1,058.86
Lake	Burkhart	6	$3,176.58	6	$3,176.58
	Campaign Total:	16	$9,155.44	17	$9,155.44
	Billed to Client:		$8,015.59		$8,015.59

Earned Media: Over the Limit. Under Arrest. / Impaired and Dangerous Driving													
	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	End FY 08
Total Articles	24	34	63	32	52	43	54		37	57	42	15	**453**
Television Spots			225	19	9	81	19	21	28	69	180	37	**688**
Interviews													
Statewide Releases	2			1	1	1	1		1				**7**
Media Events						1					3		**4**
Total	**26**	**34**	**288**	**52**	**62**	**126**	**74**	**21**	**66**	**126**	**225**	**52**	**1152**

Telephone Surveys

A pre and post telephone survey was conducted for the August DUI crackdown. A sample of 1,000 residents was surveyed about their impressions and knowledge of a variety of traffic safety messages. Some of the key findings found in the post survey were that 68.4 percent of drivers heard or saw some form of 'avoid drinking and driving message' in the past 30 days, up from 58 percent before the campaign. Respondents who recall seeing or hearing the following key slogans:

PRE	POST	CHANGE	
52.9%	58.0%	+9.6%	You Drink. You Drive. You Lose.
40.7%	38.0%	-6.7%	Buzzed Driving is Drunk Driving
26.3%	40.4%	+53.6%	Drunk Driving. Over the Limit – Under Arrest

Media Highlights

In 2007, 253 people were killed or injured in alcohol-related crashes. During FY 2008, the Communications Division promoted messaging that reinforced the dangers of impaired driving and the benefits of designating a sober driver. During Blitz 54 (St. Patrick's Day), the Communications Division distributed news releases and talking points, conducted radio and television interviews, and held local and regional media events regarding impaired driving.

In further support of Blitz 54, the Communications Division partnered with the Marion County Traffic Safety Partnership and ISP to host a media event at the Marion County Arrestee Processing Center. The purpose of the event was to show the process of a DUI offense from sobriety testing, fingerprinting, and confinement to court arraignment. This event was highly publicized and received a great deal of local and regional media coverage. Additionally, with the assistance of the LEL's, media events were held in Vanderburgh County to promote efforts within the southern region of the state.

To kick off the "Drunk Driving. Over the Limit. Under Arrest. " crackdown, messaging was focused on the Spanish-speaking population. The Communications Division partnered with leaders from the Mayor's Office, the Governor's Office and Spanish language television station WIIH to create press releases and advertisements in Spanish.

MOTORCYCLES

The motorcycle program is designed to increase general motoring public's awareness of motorcycles on the roadway. This program also serves to educate riders of training opportunities for improving their rider skills, proper licensing and the importance of protective gear.

Goals & Accomplishments

2008 Goal	Result	Achieved
Reduce the motorcycle fatalities from 104 in 2006[6] to 101 in 2008.	There were 131 motorcyclist fatalities during 2008[7].	No
Decrease the number of motorcycle fatalities per 10,000 registered motorcycles from 6.7 in 2006 to 6.5 in 2008.	Based on the latest data available (2007), there were 6.7 fatalities per 10,000 registered motorcyclists in 2007[8]. Because motorcycle fatalities increased in 2008 and the number of registered motorcyclists is not likely to decline, it is unlikely the 2008 goal will be met.	Not Likely

[6] 2007 *Indiana Crash Facts*. Available from http://www.in.gov/cji/files/CrashFactBook_08_FINAL.pdf
[7] Indiana State Police Automated Reporting Information Exchange System (ARIES). Data accurate as of 12/30/2008.
[8] *Indiana Crash Facts Motorcycles* (2007). Available from http://www.in.gov/cji/2572.htm

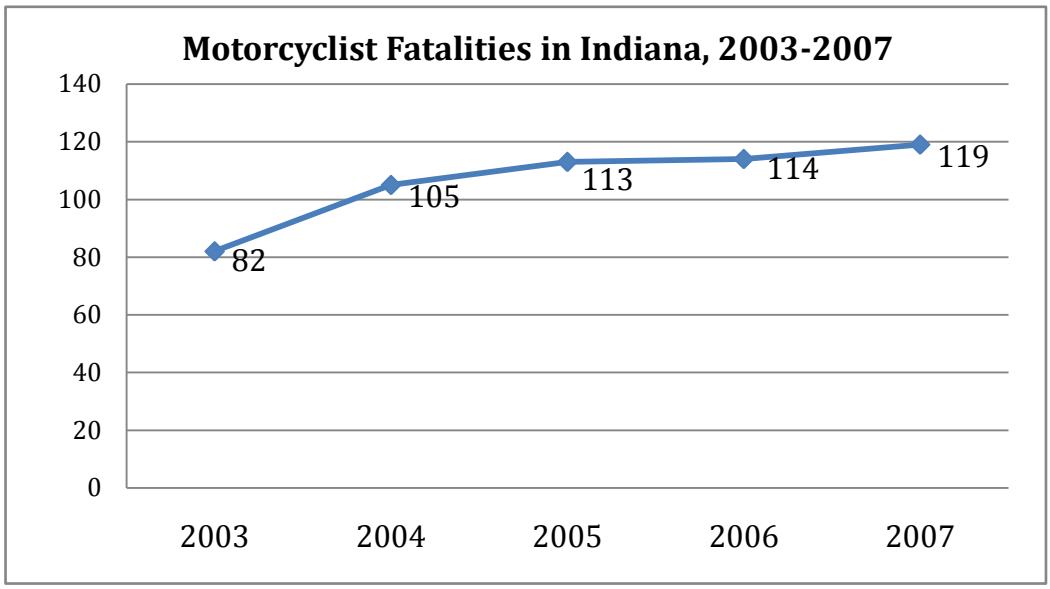
Note: Includes motorcycles and mopeds. Motorcycle collisions reported after 12/30/2008 not included in this total.

Goals for reducing motorcycle fatalities in FY 2008 were not met. Previous attempts of educating all motorists "*To Be Aware, Motorcyclists are Everywhere*" were not proactive enough to address this ongoing problem. This is why in FY 2008 steps were taken to begin to shift the focus back to educating the rider.

Project Details

Indiana has followed the nationwide trend of increased motorcycle fatalities over the past few years (see Graph 5). In FY 2008 the focus of the TSD's motorcycle programs began to concentrate more on the motorcycle riders themselves than the general motoring public as a whole. Increased emphasis was placed on increasing the percentage of motorcycle riders who are properly licensed to ride a motorcycle. Currently, slightly more than 50 percent of motorcycle riders involved in a crash are properly licensed. Another emphasis area is to educate and encourage additional riders to take a motorcycle training course. Near the end of FY 2008 informational brochures were produced and distributed at events heavily attended by riders. These informational brochures outline how to become properly licensed in Indiana, where to attend rider training and the importance of wearing proper protective motorcycle gear.

Graph 5



Data derived from the *2007 Indiana Crash Facts*

Media

Motorcycle Awareness (April 28-May 25)

The objective of this campaign was to promote awareness among the general driving population regarding the increased presence of motorcyclists on the roadways during peak riding seasons.

Research provided by ICJI's Research & Planning Division indicated that Marion, Lake, Elkhart, Tippecanoe, and Allen Counties had the highest number of motorcycle fatalities across the state. The media buy was focused on these counties.

Campaign: Motorcycle Awareness (Outdoors)					
Post Dates: 4/28 - 5/25/2008					
		Purchased		**Actual**	
County	Company	# of Boards	Investment	# of Boards	Investment
Allen	Burkhart	12	$7,380.00	12	$7,380.00
Marion	Clear Channel	15	$14,388.25	20	$14,388.25
Tippecanoe	Burkhart	8	$4,920.00	8	$4,920.00
Lake	Lamar	12	$7,059.00	15	$7,059.00
	Campaign Total:	47	33747.25	55	33747.25
	Billed to Client		$29,545.72		$29,545.72

Earned Media: Motorcycle Awareness													
	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	End FY 08
Total Articles								22	3	4	4		**33**
Television Spots								5		2			
Interviews								1					**1**
Statewide Releases													
Media Events								1					**1**
Total								**29**	**3**	**6**	**4**		**35**

Media Highlights

ICJI and the Governor's Council on Impaired & Dangerous Driving joined with state, local and federal officials in Lafayette to proclaim May as Motorcycle Safety and Awareness Month. The initiative was launched with a spring billboard campaign targeting Marion, Lake, Allen, Tippecanoe, and Elkhart counties, as these were identified as the counties with the highest number of motorcycle fatalities statewide.

The Communications Division also partnered with ABATE Indiana for the annual Boogie and the Miracle Ride Foundation, Inc. for the annual Riley Miracle Ride. More than 18,000 motorcyclists were present at both events where radio spots and signage promoting motorcyclist awareness and impaired riding targeted the general riding population.

Federal Assessment

A motorcycle assessment was conducted in Indianapolis June 23-27, 2008 to address the persistent rise in motorcycle fatalities that Indiana has seen over the years. The following represents a few of the major program recommendations for the Indiana motorcycle safety program:

(1) ICJI should form and chair a committee whose members represent all 11 program areas of a comprehensive motorcycle safety program, as outlined in NHTSA's Highway Safety Program Guideline Number 3. The committee should meet on a routine basis to develop strategies, initiatives, and campaigns.

(2) Make proper licensing a high priority in the motorcycle safety effort and develop, implement, and evaluate long term initiatives, strategies and campaigns that will encourage individuals to complete the motorcycle licensing process and reduce the number of improperly licensed individuals involved in motorcycle crashes.

(3) Expand upon the existing Traffic Safety Communications Plan to detail how motorcycle safety messages will be incorporated into other traffic safety messages and campaigns. Have a long-term goal of developing stand-alone pieces to address all motorcycle safety issues, but in the meantime, include images of motorcycles and riders in impaired driving and occupant protection campaigns and modify messages to include references to motorcycle safety.

Each of these recommendations has been addressed by the TSD and will be fully implemented in FY 2009.

DANGEROUS DRIVING

The Dangerous Driving program in Indiana focuses on speed, aggressive driving and failure to yield. This program is designed to educate the public that there is more to traffic safety than buckling up and driving sober. The efforts of this program are to decrease speeding, aggressive driving and failure to yield related crashes and fatalities.

Goals and Accomplishments

2008 Goal	Result	Achieved
Reduce the percentage of speed related collisions from 7.4% in 2006 to 6.4% in 2008.	The percentage of speed related collisions remained steady in FY 2008 at 7.4% of all collisions[9].	**No**
Reduce the number of speed related traffic fatalities from 172 in 2006 to 164 in 2008.	There were 153 speed related traffic fatalities in FY 2008	**Yes**

Counties receiving funding conducted overtime patrols in high crash and traffic areas with a zero tolerance enforcement strategy for dangerous driving behaviors. In addition, the Indiana State Police provided supplemental patrols in many of these counties. A selection of citations written during this initiative are listed below (see Graph 6).

Graph 6

Violation/Citations	Number of Citations
Following Too Close	171

[9] Indiana State Police Automated Reporting Information Exchange System

Improper Lane Usage	434
Automatic Signal / Stop Sign	2,820
Failure to Yield	249
Speed	26,478

Project Details

The Dangerous Driving Enforcement grant (DDE) was developed by asking law enforcement agencies in the top 30 counties with the highest fatality counts to identify common crash causation elements that were not being addressed by impaired or occupant protection programs. The purpose is to prevent crashes from occurring by focusing enforcement efforts on individuals exhibiting dangerous driving behaviors. Nineteen counties were awarded funding in FY 2008; the remaining 11 counties were covered by special patrols conducted by ISP.

Dangerous Driving Enforcement on US Hwy 30.

Media

"Speed" (April 13 – April 27)

The objective of this campaign was to increase awareness and compliance among the general driving public of this new initiative regarding the dangers of dangerous driving.

Data provided by ICJI's Research Division indicates that speed contributes to approximately one- third of all crashes in Indiana. Therefore, the Communications Division decided to air the NHTSA speed commercials throughout the state to enhance the general awareness of the public that increased law enforcement emphasis was going to be occurring against dangerous drivers in Indiana.

Campaign: Speed (Radio & Television)					
Post Dates: April 2008					
Purchased			**Actual**		
Spots	Station Investment	# of Spots	Added Value Spots	Station Investment	Gross Impressions
5,859	$311,870.00	5,694	1,211	$298,020.00	6,113,368

Campaign: Speed (Outdoors)					
Post Dates: April 2008					
		Purchased		**Actual**	
County	Company	# of Boards	Investment	# of Boards	Investment
St. Joseph	Burkhart	8	$4,800.00	8	$4,800.00
Marshall	Burkhart	1	$429.00	1	$429.00
Cass	Burkhart	1	$366.00	1	$366.00
Carroll	Burkhart	1	$366.00	1	$366.00
Lagrange	Burkhart	1	$378.00	1	$378.00
Fayette/Henry	Porter	6	$2,325.88	6	$2,325.88
Dearborn	Hoosier	3	$1,800.00	3	$1,800.00
Washington	Hoosier	2	$1,200.00	2	$1,200.00
Martin	Hoosier	1	$600.00	1	$600.00
Owen	Hoosier	1	$600.00	1	$600.00
Jackson	Hoosier	2	$1,200.00	2	$1,200.00
Franklin	Hoosier	1	$600.00	1	$600.00
Lake	Lamar	6	$3,529.50	6	$3,529.50
Perry & Warrick	Lamar	9	$4,649.00	9	$4,649.00
Campaign Total:		43	$22,843.38	43	$22,843.38
Billed To Client:			$19,999.38		$19,999.38

Earned Media: Speed													
	Oct -07	Nov-07	Dec-07	Jan-08	Feb-08	Mar -08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	End FY 08
Total Articles							27						**27**
Television Spots							3			3			**6**
Interviews							1						**1**
Statewide Releases													
Media Events													
Total							**31**						**31**

Media Highlights

To publicize the enforcement efforts of this new grant program, ICJI utilized a NHTSA-produced television spot highlighting the dangers of excessive speed. During April 2008, the Communications Division utilized radio and television ads, as well as billboard advertising in the target areas. The purpose of the media was to publicize Indiana's increased enforcement efforts towards dangerous and aggressive driving.

TRAFFIC RECORDS

The vision of the Traffic Records Coordinating Committee (TRCC) and traffic safety stakeholders is to make Indiana's traffic records system a premier model in our nation.

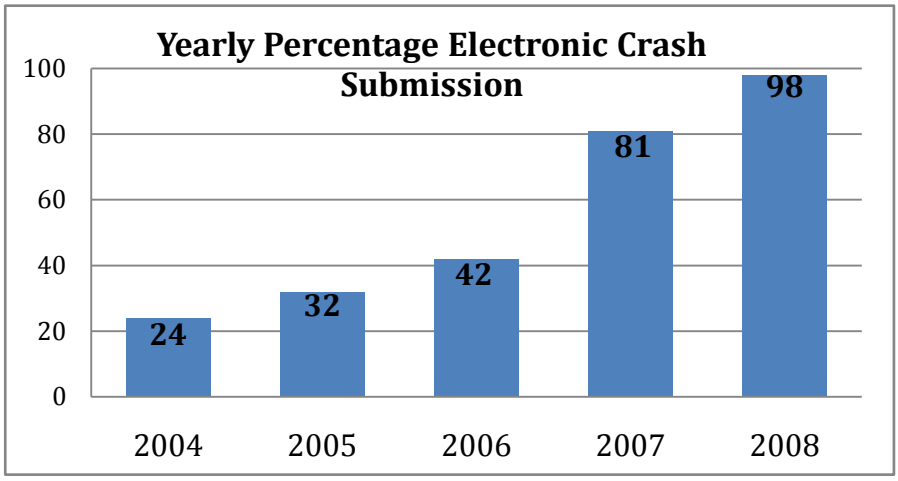
Goals and Accomplishments

2008 Goal	Result	Achieved
Increase the percent of electronic crash report submissions to from 88% in 2007 in to 97.9% FY 2008	The percent of electronic crash reports was 98% statewide, an increase of 10 percentage points from FY 2007	Yes

Increase the percent of electronic crash reports submitted within five days of the crash to 75% in FY 2008	77.7% of reports were submitted within five days of the crash, this is an increase of 18.7% from FY 2007	Yes

Traffic records programming sought to increase the percentage of electronic crash report submissions from 88 percent in September 2007 and that goal was met and passed to nearly 98 percent electronic crash submissions in 2008 (see Graph 7).

Graph 7



In an opening remark at the end of the Traffic Records Assessment during March of 2008, Jack Zogby, the team leader stated: *" Indiana has improved to the point that the recommendations in this assessment report contains the least amount of recommendations any state has received in the past 40 state traffic records assessments."* The closing comment from the assessment team is a testimony to the commitment of the TRCC and the stakeholders that strived to improve the traffic records system in Indiana.
In addition, the TRCC received a national "runner up" award at the International Traffic Records Forum in July 2008. This award was for the significant improvements in all aspects of traffic records. The award application was based on the complete cooperation of the TRCC in responding to the issues and responding to correct issues effecting the NHTSA assessment.

The Indiana Supreme Court's eCWS received an honorable mention in the prestigious 2008 Best of the Web and Digital Government Achievement Awards given by the Center for Digital Government. The eCWS system was honored in the Government-to-Government category.

Project Details

The primary focus of the TRCC was to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the crash records system in Indiana. During FY 2008, campaigns were conducted to improve the number of agencies submitting crash reports electronically, improve the timeliness of a crash report submissions, decrease the number of critical errors being made on a crash report, improve the accurate mapping of crashes to 88 percent, and to improve Coroners fatal crash reporting to the FARS database.

Coroner's Data Submission Project

The purpose of this project was to distribute software and computer equipment to all coroners to allow them to fax or email motor vehicle fatality report forms to FARS within 24 to 48 hours of a fatality. Presently, 50 percent of the county Coroner's are participating in the web based data submission program.

Crash Outcome Data Evaluation System Project (CODES)

The Center for Road Safety at Purdue University compiled crash, hospital and EMS data in order to evaluate the data for analysis of the type and severity of injuries that have occurred due to traffic crashes. Two state models were chosen to be the object of study for FY 2008. The first was a motorcycle injury severity model, and the second a model to evaluate the influence of the technical skill level of emergency personnel assisting the crash injured occupants on the outcome. At the end of the fiscal year, two fact sheets were drafted showing the results for the motorcycle injury patterns and EMS studies on the influence of EMS personnel on crash outcomes. These two documents are an important first step for Indiana to develop programs that effectively evaluate how successful Indiana is in reducing injuries due to traffic crashes.

Electronic Citation and Warning System (eCWS)

The Judicial Technology & Automation Committee (JTAC), a division of the Indiana Supreme Court, Division of State Court Administration was the lead agency for developing a *free* electronic citation program and database that would be made available to all law enforcement agencies in the state. The purpose of this project is to provide a statewide end-to-end solution for the electronic transmission of traffic violations. This project increases the efficiency and safety of officers, as well as brings together systems that will build on a statewide case management system, which will include information sharing between Indiana's court, clerks, the BMV and law enforcement agencies.

JTAC worked with the TSD to train and deploy eCWS to 80 law enforcement agencies, including all troopers of the ISP in FY 2008. The TSD provided a total of 1,200 units of

equipment for the program to law enforcement agencies through a 75/25 percent hard cash grant match. With additional agencies utilizing the eCWS free software and database on a monthly basis the TSD will soon be able to utilize the statewide citation repository for analysis of program effectiveness.

Crash mapping and Crash Technician Project

The ISP crash records repository known as ARIES, allows for the assignment of a latitude and longitude to each crash location. This allows for the direction of appropriate mitigation strategies, such as enforcement activities or infrastructure improvements. This past fiscal year, new mapping layers were added to the ARIES system along with the integration of Microsoft MapPoint the number of unmappable collisions sunk to 12 percent, a seven point increase over FY 2007. For those crashes which cannot be mapped automatically a dedicated mapping analyst will review the crash reports and manually map the crashes.

MISCELANEOUS. HIGHLIGHTS FISCAL YEAR 2008

LAW ENFORCEMENT LIAISON HIGHLIGHTS

The seven regional Law Enforcement Liaisons (LEL) located throughout Indiana work at the community level as advocates for the implementation and administration of the state's traffic safety initiatives. Indiana's Annual Highway Safety Plan serves as the planning guide for the LELs. Annual site visits to law enforcement agencies, media events, as well as educating local communities about the importance of following safe driving practices are all components of the LEL program.

Some of the programmatic highlights of the LEL program in FY 2008 included the recruitment of 15 new Operation Pull Over agencies and four Big City/ Big County agencies. The LELs continued to conduct both the pre and post statewide observational seatbelt surveys for CIOT as well as conducting another survey in December. For the 2008 CIOT national campaign the LELs successfully mobilized and recruited an additional 21 agencies to voluntarily participate during the CIOT mobilization. This addition of agencies working CIOT brought the total number of agencies participating and reporting on enforcement activities to 73 percent, an all-time high. The LELs also worked to increase blood alcohol content (BAC) results submitted to FARS by following up with law enforcement agencies to locate these test results.

Additional highlights of the LEL program include their efforts in coordinating a number of local media events throughout the year to bring attention to traffic safety issues and programs. One example of increasing media exposure conducted by the LEL's was through a new enforcement initiative conducted during CIOT called Reducing Auto Crashes through Corridor Enforcement (RACCE). The LELs recruited 17 law enforcement agencies in eight counties to enforce Indiana's primary seatbelt law on 156 miles of continuous highway on Indiana's U.S. 40 during nighttime hours for the start of the statewide CIOT mobilization. This new take on CIOT brought extensive media coverage throughout the region.

Tippecanoe County officers talk to the media about increased traffic enforcement

The LELs also helped with the preparation for the annual Operation Pull Over Banquet. This annual event, hosted by Governor Daniels, honored over 550 law enforcement officers from throughout the state who participated in grant funded programming aimed towards reducing crashes and saving lives on Hoosier roadways.

Governor Daniels and LEL for West Central Indiana, Larry Woods present Project LOVE award to Martinsville Police Department at 2007 OPO Banquet.

LOOKING BEYOND THE TICKET

This year the TSD has advocated to our law enforcement partners and the public that there is much more to traffic safety than citations and to begin to look beyond the ticket. Besides making our roads safer, traffic safety is also instrumental in making our communities safer. Traffic enforcement takes wanted felons, guns, drugs and impaired drivers out of Indiana communities. Often times, the value of traffic safety is overlooked as a much broader law enforcement tool for communities. In fact, the United States Department of Justice notes that 56 percent of the public's interaction with law enforcement is through traffic related offences. Through these interactions information is gathered from citations and crash reports that identify criminals in the community for other criminal activities.

The looking beyond the ticket philosophy is important for law enforcement and the general public. For law enforcement, it revised the important role that traffic safety enforcement plays in reducing overall crime in their community. This also played an important role in improving officer motivation and participation in the OPO, BCC and DUI programs, many of which have been going on for many years now. The TSD, along with the assistance of the LEL's, also used this philosophy in FY 2008 to gain additional media attention of traffic safety efforts. With a fresh spin on the traffic safety initiatives, additional earned media was gained for many of the TSD's programs. The objective of this additional attention from the media was to inform and educate the public about the benefits that traffic safety initiatives can have in their community and to gain their vocal support for these programs. A few examples of significant events that occurred in FY 2008 due to Indiana's various traffic safety initiatives are listed below:

- Prevention of an attempted suicide (Marion PD)
- Seizure of over $200,000 in ecstasy pills (Clay Co Sheriff's and Brazil PD)
- Apprehension of a suspected burglary in progress (Boone Co TSP)
- Numerous arrests of wanted felons, narcotics, guns and HTV removed from our communities

FEDERAL FUNDS SECTION

PROGRAM FUNDING

Section 402

Based on problems identified by the state, section 402 program funds are used to support the state's highway performance plan. Section 402 funds act as a resource to support programs that address a wide range of highway safety problems related to human factors that contribute to the reduction of crashes, deaths, and injuries.

In FY 2008, a majority of section 402 award supported Indiana's OPO, BCC enforcement, research and media buys for traffic safety messaging.

Section 406

After the passage of Indiana's primary seatbelt bill in 2007, Indiana received $15.7 million in section 405 funds. These funds were used as a resource in FY 2008 to supplement funding of currently existing programs and also to establish new traffic safety programs to reduce crashes and fatalities in Indiana.

In FY 2008, 406 funds were utilized for planning and administration, various impaired driving programs, Indiana State Police, communication, electronic citation equipment and the DDE program.

Section 410 (J8)

Section 410 funds are used to support the development, implementation, or continued enforcement of programs aimed at reducing traffic safety problems from persons driving under the influence of alcohol or controlled substances.

In FY 2008, over half of section 410 funds supported impaired driving countermeasures such as DUI Taskforce enforcement. The remaining funds were used to support additional impaired driving, community traffic service, and police traffic service programs.

Section 405A

The occupant protection incentive grant provides funds to be used for the development, implementation, or continued enforcement of programs aimed at reducing highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

In FY 2008, the section 405 funds were distributed to Indiana's occupant protection community traffic services. Funds supported the Automotive Safety Program, as well as the

Law Enforcement Liaison program and communications initiatives aimed at increasing occupant protection awareness and education.

Section 2010

Section 2010 of SAFETEA-LU provides an incentive grant to encourage the adoption and implementation of effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. Section 2010 funds are used for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training as well as public awareness and outreach programs.

In FY 2008, section 2010 funds supported the lease of a motorcycle training facility, the purchase of new training motorcycles, as well as public awareness media campaigns regarding motorcycles.

Section 408

Section 408 provides funding for the development and implementation of traffic records system improvements. Section 408 funds provide for the improvement of timeliness, accuracy, and uniformity of safety data. Funds also support the linking of state data systems, specifically traffic records with other data systems within the state.

In FY 2008, 408 funds were used to support the traffic records e-citation program, with the rest of the funds supporting the trauma registry program, traffic records coordinator, the EMS software upgrade, and the crash mapping repository upgrade.

FUNDING STRATEGY

In order to determine grantee funding eligibility and award amounts in FY 2008, ICJI continued to use its objective, two-pronged funding formula. Using a combined blanket and targeted funding strategy, the formula allows for focus to be placed on high fatality counties while still continuing funding on a statewide basis.

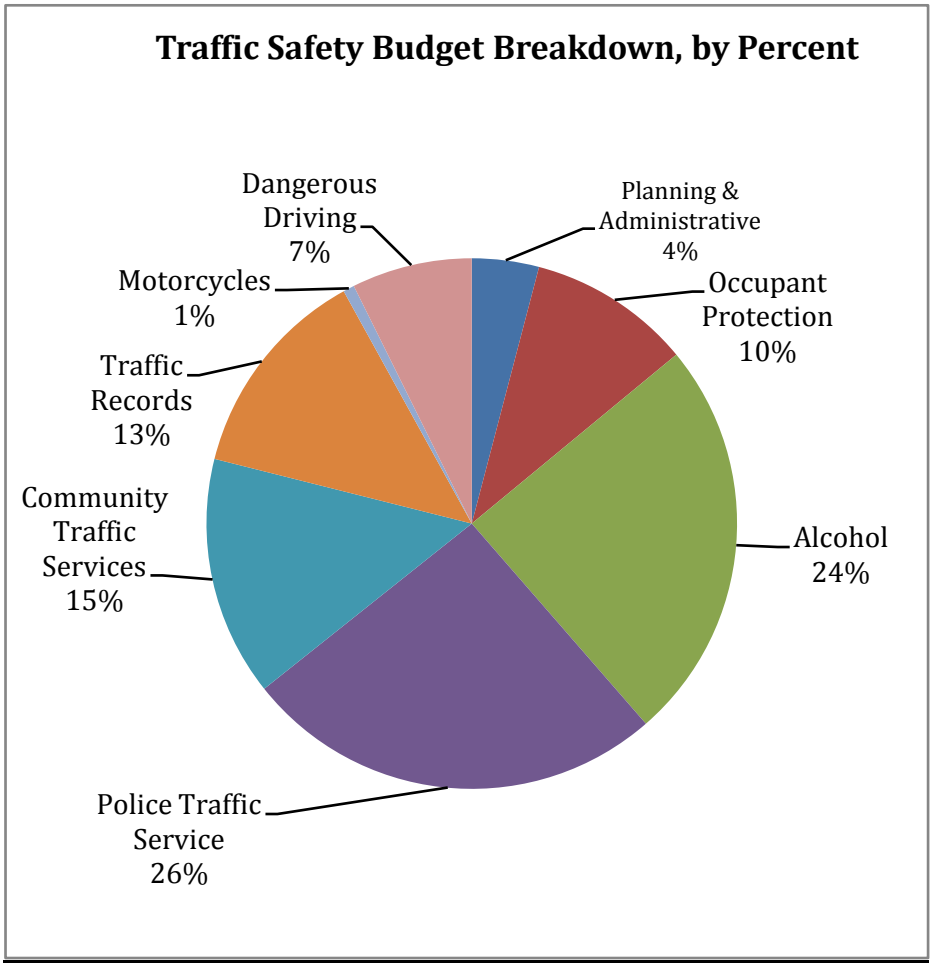
To create a maximum funding level for each group, the TSD established the following four county population categories: small (population fewer than 30,000); medium (population between 30,000 and 49,000); large, (population between 50,000 and 99,000); and extra large (population greater than 100,000). In following the first part of the formula, the TSD evaluates each grant proposal to determine its funding eligibility based on the following criteria: submission of an explanation of how the proposal specifically addresses Indiana's traffic fatalities, the previous effectiveness of the program for the agency and the agency's data reporting quality. While some programs concentrate on statewide or regional

solutions, special emphasis will be placed on grantees to develop local solutions to local problems.

The second part of the formula involves targeting counties with the highest fatality numbers with additional funding beyond the blanket approach. Funding will be made available through de-obligated funds carried over from the previous fiscal year's grantees. Using unrestrained, dangerous driving and alcohol related crashes or fatalities as indicators for increased funding, ICJI will continue to examine trends in order to identify those jurisdictions that account for the majority of the State's traffic fatalities. Those counties will then become eligible for any available funding based on their ability to identify their specific problem through data and to present new and innovative traffic strategies with formalized evaluation of the programs.

FISCAL SUMMARY

Traffic Safety Budget Breakdown, by Program Area										
	402	405	406	408	410	2010	157	154 Transfer	154HE	Total
P & A			523,333							523,333
Occupant Protection	802,246	370,744	99,806							1,272,796
Alcohol			1,531,311		901,363			718,609		3,151,283
PTS	2,390,506		260,878		381,856				259,508	3,292,749
CTS	693,378	233,333	816,416						130,927	1,874,054
Traffic Records	300,000		777,523	530,934					65,360	1,673,818
Motorcycles						87,546				87,546
Dangerous Driving							3,919		936,097	940,015
Total	4,186,130	604,077	4,009,267	530,934	1,283,220	87,546	3,919	718,609	1,391,892	



FY08 ACTUALS by FUNDING SOURCE													
	2008 HSP	Total FY08 ACT	Variance	State	402	405	406	408	410	2010	157	154 Transfer	154HE
Planning and Administrative (P&A)													
Planning & Administration-Federal	523,333	523,333	-	-	-	-	523,333	-	-	-	-	-	-
Planning & Administration-State	523,333	669,125	145,792	669,125	-	-	-	-	-	-	-	-	-
Sub-total P&A	1,046,666	1,192,458	145,792	669,125	-	-	523,333	-	-	-	-	-	-
		-	-										
Section II: Occupancy Protection		-	-										
Program Management	57,434	62,257	4,823	-	-	62,257	-	-	-	-	-	-	-
Automotive Safety Program	713,950	713,950	(0)	-	305,657	308,487	99,806	-	-	-	-	-	-
Seat Belt Enforcement (OPO)	584,843	496,589	(88,254)	-	496,589	-	-	-	-	-	-	-	-
Sub-total Occ Protection	1,356,227	1,272,796	(83,431)	-	802,246	370,744	99,806	-	-	-	-	-	-
		-	-										
Section III: Alcohol		-	-										
Program Management	70,000	72,842	2,842	-	-	-	-	-	72,842	-	-	-	-
FACT Teams	1,164,436	897,187	(267,249)	-	-	-	897,187	-	-	-	-	-	-
Enforcement (DUI Task Force)	1,810,189	1,538,130	(272,059)	-	-	-	-	-	819,521	-	-	718,609	-
Indiana Judicial Center	30,000	-	(30,000)	-	-	-	-	-	-	-	-	-	-
SFST/DRE	197,599	197,559	(40)	-	-	-	197,559	-	-	-	-	-	-
Traffic Safety Resource Prosecutor	197,409	173,257	(24,152)	-	-	-	173,257	-	-	-	-	-	-
Excise Police	97,490	96,598	(892)	-	-	-	96,598	-	-	-	-	-	-
SADD	147,408	147,407	(1)	-	-	-	147,407	-	-	-	-	-	-
Alcohol Assessment	25,000	28,302	3,302	-	-	-	19,302	-	9,000	-	-	-	-
Sub-total Alcohol	3,739,531	3,151,283	(588,249)	-	-	-	1,531,311	-	901,363	-	-	718,609	-
		-	-										
Section IV: PTS		-	-										
Program Management	53,000	6,574	(46,426)	-	6,574	-	-	-	-	-	-	-	-
Statewide Training	20,000	11,142	(8,858)	-	7,282	-	3,860	-	-	-	-	-	-
OPO Awards Banquet	75,000	70,068	(4,932)	-	36,050	-	34,018	-	-	-	-	-	-
BCC Enforcement (PT)	1,994,206	1,842,746	(151,460)	-	1,842,746	-	-	-	-	-	-	-	-
Indiana State Police	1,378,217	1,362,219	(15,998)	-	497,855	-	223,000	-	381,856	-	-	-	259,508
Sub-total PTA	3,520,423	3,292,749	(227,674)	-	2,390,506	-	260,878	-	381,856	-	-	-	259,508
		-	-										
Section V: Community TS		-	-										
LEL Program	490,000	489,999	(1)	-	163,333	163,333	163,333	-	-	-	-	-	-
Media / Communications Division	1,616,600	1,384,055	(232,545)	-	530,045	70,000	653,083	-	-	-	-	-	130,927
Community Awareness	45,955	-	(45,955)	-	-	-	-	-	-	-	-	-	-
Sub-total Community TS	2,152,555	1,874,054	(278,501)	-	693,378	233,333	816,416	-	-	-	-	-	130,927
		-	-										
Section VI: Traffic Records		-	-										
Program Management	60,730	63,283	2,553	-	-	-	-	63,283	-	-	-	-	-
Improvement / Evaluation of Mapping	220,000	202,815	(17,186)	-	-	-	-	137,455	-	-	-	-	65,360
The Center/ Purdue	440,000	424,962	(15,038)	-	300,000	-	124,962	-	-	-	-	-	-
Trauma Registry Program	150,000	56,104	(93,896)	-	-	-	-	56,104	-	-	-	-	-
EMS Software Upgrade	145,000	140,000	(5,000)	-	-	-	-	140,000	-	-	-	-	-
County Coroner Data Submission	0	-	-	-	-	-	-	-	-	-	-	-	-
E-Citation Program	694,615	761,662	67,047	-	-	-	627,569	134,093	-	-	-	-	-
Traffic Records Assessment	25,000	24,993	(7)	-	-	-	24,993	-	-	-	-	-	-
Sub-total Traffic Records	1,735,345	1,673,818	(61,528)	-	300,000	-	777,523	530,934	-	-	-	-	65,360
		-	-										
Section VII: Motorcycles		-	-										
Lease/Purchase of Facility	12,952	12,663	(289)	-	-	-	-	-	-	12,663	-	-	-
Training Motorcycles	25,337	25,337	-	-	-	-	-	-	-	25,337	-	-	-
Media / Public Awareness Campaign	80,000	49,546	(30,454)	-	-	-	-	-	-	49,546	-	-	-
Sub-total Motorcycles	118,289	87,546	(30,743)	-	-	-	-	-	-	87,546	-	-	-
		-	-										
Section VIII: Dangerous Driving		-	-										
Augemented Funding to Select Counties	225,000	-	(225,000)	-	-	-	-	-	-	-	-	-	-
Dangerous & Impaired Driving	1,006,489	940,015	(66,474)	-	-	-	-	-	-	-	3,919	-	936,097
Sub-total Dangerous Driving	1,231,489	940,015	(291,474)	-	-	-	-	-	-	-	3,919	-	936,097
			-										
Total 2008 Budget Expenditures	14,900,525	13,484,718	(1,415,807)	669,125	4,186,130	604,077	4,009,267	530,934	1,283,220	87,546	3,919	718,609	1,391,892

LEGISLATIVE SUMMARY

In FY 2008 there were no major legislative initiatives that directly affect traffic safety in Indiana. There were, however, a number of enhancements to the criminal code that strengthened current laws for traffic offenders.

Driver Responsibilities in Crashes involving Serious Bodily Injury, Death or Entrapment of a Person in a Vehicle

I.C. 9-26-1-1: Driver of a vehicle involved in an accident that results in injury or death of a person or the entrapment of a person is required to make arrangements for "the removal of each entrapped person from the vehicle in which the person is entrapped". The driver's responsibilities switch to any occupants who are at least 15 years old and hold a learner's permit or driver's license issued under I.C. 9-24-11 or are 18 years old and "capable of determining need and rendering assistance where the driver is physically incapable of determining need or rendering assistance to any injured or entrapped person. Occupant also required to give notification to authorities.

- **I.C. 9-26-1-1.5**: Defense if more than one occupant might have a duty that the occupant reasonably believed other occupant determined need for and rendered assistance or reasonably believed other occupant gave notice.

- **I.C. 9-13-2-49.7**:"Entrapment" for purposes of I.C. 9-26-1-1 defined as "a confining circumstance from which escape or relief is difficult or impossible".

Addition of Mens Rea Element

I.C. 9-26-1-8: Intent elements added to the leaving the scene or failure to stop after accident offenses.

- **I.C. 9-26-1-8:** A person who "knowingly or intentionally" fails to stop and comply commits an offense.

- **I.C. 9-26-1-9:** A person who "intentionally, knowingly or recklessly" fails to comply with duties to determine need and render assistance to entrapped person(s) or who fails to comply with duties and responsibilities after a property damage accident commits a Class C misdemeanor.

Enhanced Penalties for Offense of Leaving the Scene of a Serious Bodily Injury or Fatal Crash

I.C. 9-26-1-8: A person who knowingly or intentionally fails to stop and comply with the notification and removal of entrapped person(s) requirements of I.C. 9-26-1-1 faces enhanced criminal penalties under certain circumstances.

- Offense is a Class D Felony if the accident involves serious bodily injury to a person or if in the 5 years prior to the offense, the person was convicted of reckless homicide with a vehicle, voluntary or involuntary manslaughter resulting from the operation of a vehicle, failure of driver to stop after accident resulting in serious bodily injury or death to a person, and OWI causing death.

- Offense is a Class C Felony if accident involves death to a person.
- Offense is a Class B Felony if the person who knowingly or intentionally fails to stop and comply after committing OWI causing serious bodily injury.

Enhanced Criminal Penalties for Repeat OWI Offenders

I.C. 9-30-5-3: A person who commits OWI and within the previous five (5) years has a prior conviction for OWI commits a Class C felony if the previous OWI conviction was an OWI Causing Death or Serious Bodily Injury.

- A person who commits OWI or .08 Per Se offense is at least 21 years old and operated a vehicle in which at least one passenger was less than 18 years old commits a Class D felony.

Court Discretion to Determine When OWI Driver's License Suspension is Imposed

I.C. 9-30-5-10: The Court may require that a period of license suspension recommended be imposed before a period of incarceration or after a period of incarceration or both before and after a period of incarceration.

OWI and Felony Resisting Law Enforcement Added to Definition of "Crime of Violence"

I.C.35-50-1-2: OWI causing death, OWI causing serious bodily injury and felony Resisting Law enforcement defined as a "crime of violence" for sentencing purposes.

- Permits Court to "stack" sentences for each victim and to sentence consecutively.

Hardship Licenses Must Be Filed Where Current Case Pending Occurred

I.C. 9-24-15-4: Requires Petition for Hardship License in OWI cases to be filed in Circuit or Superior Court where case pending or where defendant was previously convicted.

Alcoholic Beverages

I.C. 7.1-5-7-1: It is a Class C misdemeanor for a minor to "recklessly, knowingly, or intentionally make a false statement of the minor's age, or to present or offer false or fraudulent evidence of majority or identity to a permittee for the purpose of ordering, purchasing, attempting to purchase, or otherwise procuring or attempting to procure an alcoholic beverage. "

- **Mandatory driver's license suspension**: A minor who uses false or altered driver's license or the driver's license of another person as evidence or majority or who is convicted or purchasing or procuring an alcoholic beverage with or without using a false or altered driver's license shall have a **mandatory** driver's **license suspension of one (1) year.**

Increased Penalties for Furnishing Alcoholic Beverage to a Minor

I.C. 7.1-5-7-8: It is a Class B misdemeanor for a person to "recklessly, knowingly or intentionally sell, barter, exchange, provide, or furnish an alcoholic beverage to a minor.

- Offense is a Class A misdemeanor if person has a prior unrelated conviction.
- Offense is a Class D felony if consumption, ingestion, or use of the alcoholic beverage is the proximate cause of the serious bodily injury or death of any person.
- No imposition of civil liability upon any postsecondary education institution, including public and private universities and colleges, business schools, vocational schools, and schools for continuing education, or its agents for injury to any person or property sustained in consequence of a violation of this section unless such institution or its agent sells, barters,

Juvenile Court Jurisdiction over OWI and Traffic Offenses Committed by Juveniles

I.C. 31-30-1-2: Previous provision that stated the juvenile court did not have jurisdiction over child 16 or over who committed misdemeanor violation of "traffic law" unless it was an offense under I.C. 9-30-5 was removed from the statute. Therefore, juvenile courts have jurisdiction over all misdemeanor and felony OWI and Traffic Related Offenses.

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