



Indiana Criminal Justice Institute

Traffic Safety Division



Agenda

1. Opening Introductions
2. Current Status of Traffic Safety in Indiana
3. Fraud Update
4. Traffic Safety Program Updates
5. Egrants Update and Review
6. Legislative Updates/TSRP
7. DRE
8. Closing Questions/Discussion



Traffic Safety Staff

- Dave Garrison – Division Director
- John Bodeker – Motorcycles/Driver's Ed
- Beth Hampshire – Occupant Protection
- Justin Phillips – Child Passenger Safety/Teen Drivers
- Jon Von Arx – Impaired Driving



Law Enforcement Liaisons

- North West – Vacant
- North Central – Vacant
- North East – Lance Grubbs
- South West – Mark Hartman
- South Central – Larry Woods
- South East – John Mull



Current Status of Traffic Safety in Indiana

- What does the data say?
- What happened in FY 2014
- Looking forward to FY 2015



Indiana's Crime Crash Clock, 2013*

Crime	Crash
1 murder every 28 hours	1 Fatality every 11 hours
1 violent crime every 23 minutes	1 alcohol or speed-related crash every 24 minutes
1 burglary every 11 minutes	1 non-fatal injury every 16 minutes
1 property crime every 2.7 minutes	1 crash with an unrestrained driver or passenger every 85 seconds



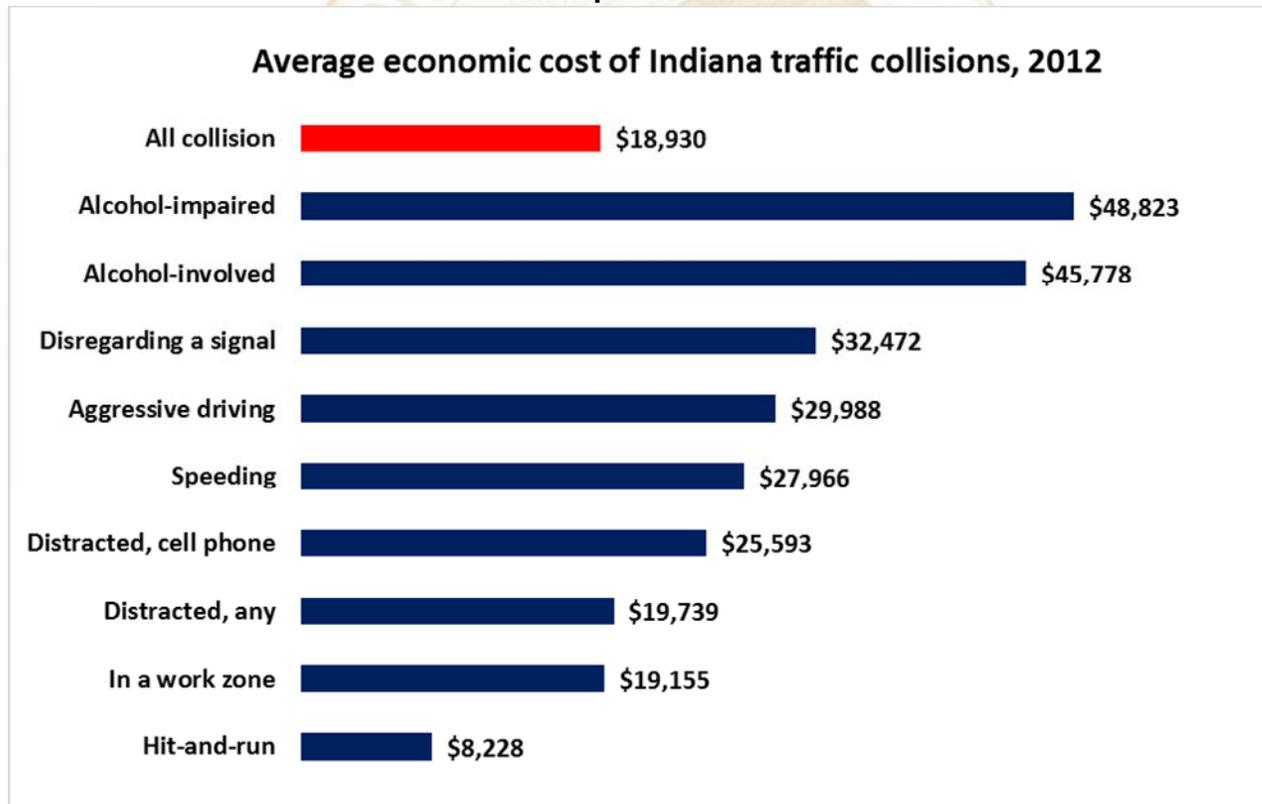
*Intervals are approximate

Sources: Crime data obtained from US Department of Justice, Federal Bureau of Investigation, 2012 Uniform Crime Reports.

Crash data obtained from the 2012 Indiana Crash Fact Book.

It's an Economic Issue

- In 2012, the economic impact of Indiana crashes was over \$3.5 billion.



Source: 2012 Indiana Crash Facts, pg 48.

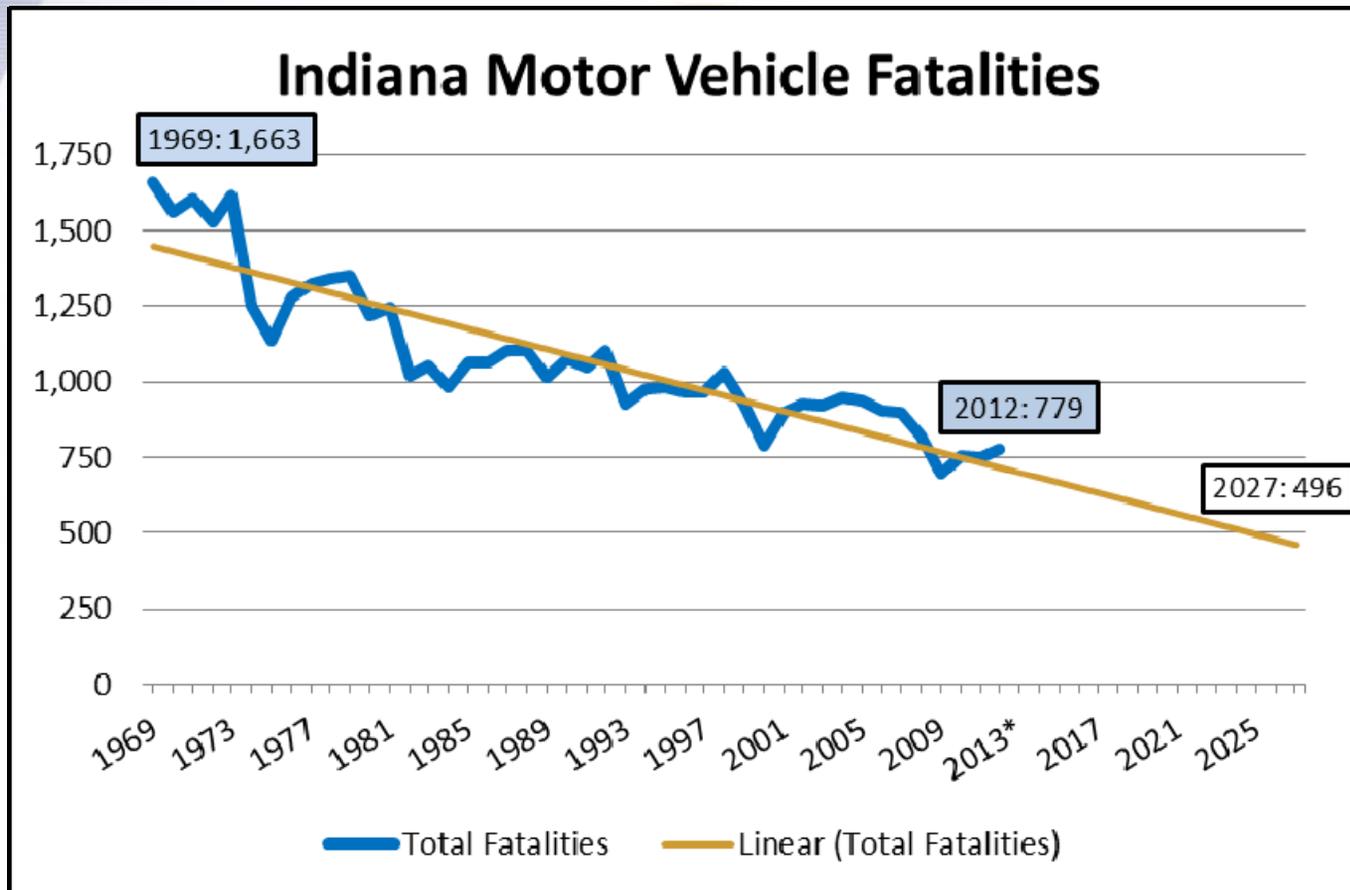
It's an Economic Issue

Collision Type	Count of collisions	Total cost (millions)
All collisions	188,841	\$3,574.7
Speeding	16,608	\$464.5
Alcohol-involved	8,761	\$401.1
Alcohol-impaired	5,152	\$251.5
Distracted, any	9,659	\$190.7
Hit-and-run	23,050	\$189.7
Aggressive driving	4,494	\$134.8
Disregarding a signal	4,009	\$130.2
In a work zone	3,498	\$67.0
Distracted, cell phone	1,132	\$29.0

Note: Counts of different collisions circumstances will not sum to total number of collisions.

Source: 2012 Indiana Crash Facts, pg 48

Vision - To reduce fatalities in half by 2027



Source: Fatality Analysis Reporting System

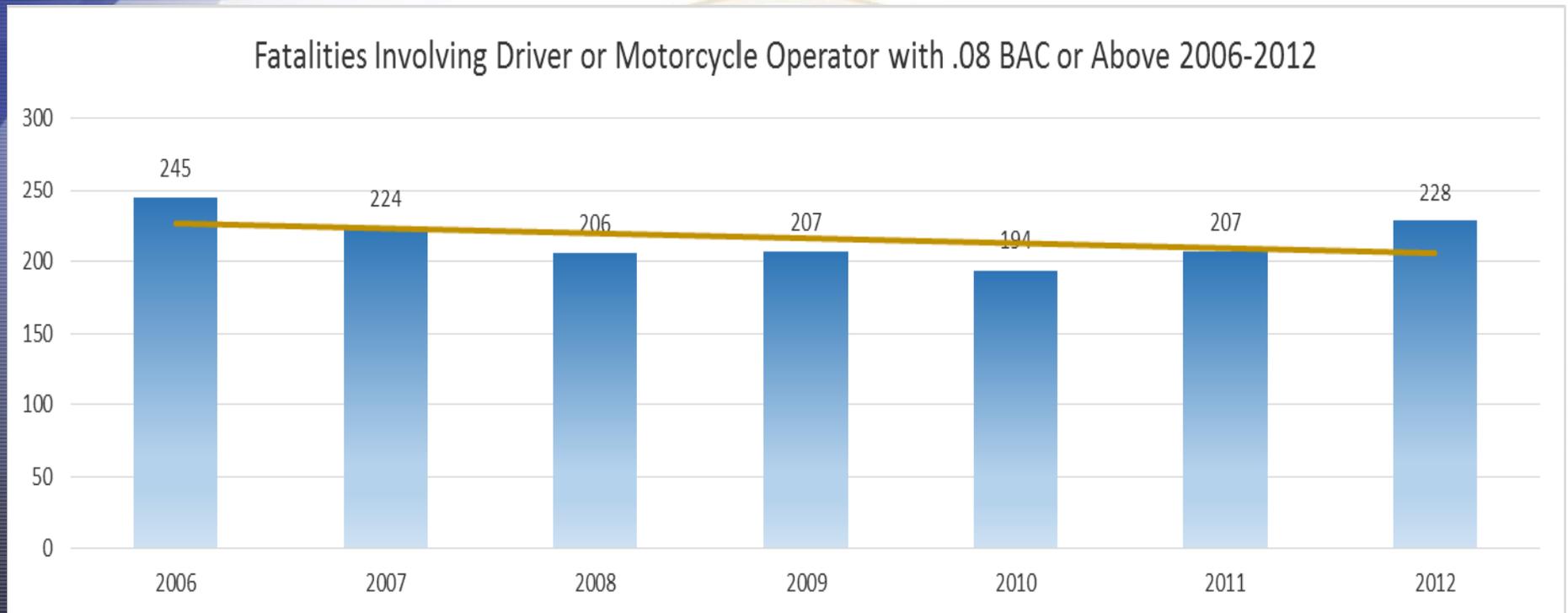


Current Indiana Fatal Numbers

Year	Year to Date Deaths		Year to Date Crashes		Difference to 2014	
	2013	2014	2013	2014	Deaths	Crashes
Rural	211	172	193	160	-39	-33
Urban	105	93	95	88	-12	-7
Statewide	316	265	288	248	-51	-40

Source: Fatality Analysis Reporting System, July 17, 2014

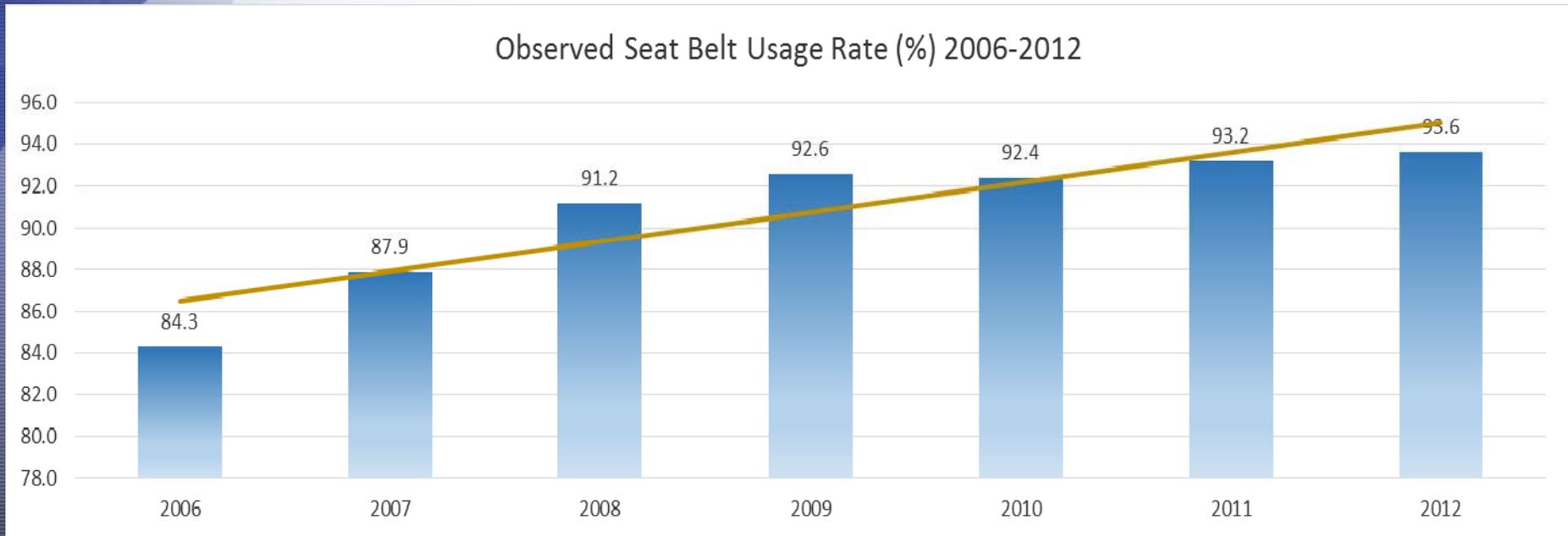
Impaired Driving



Source: Fatality Analysis Reporting System

- Discrepancy with fact sheets

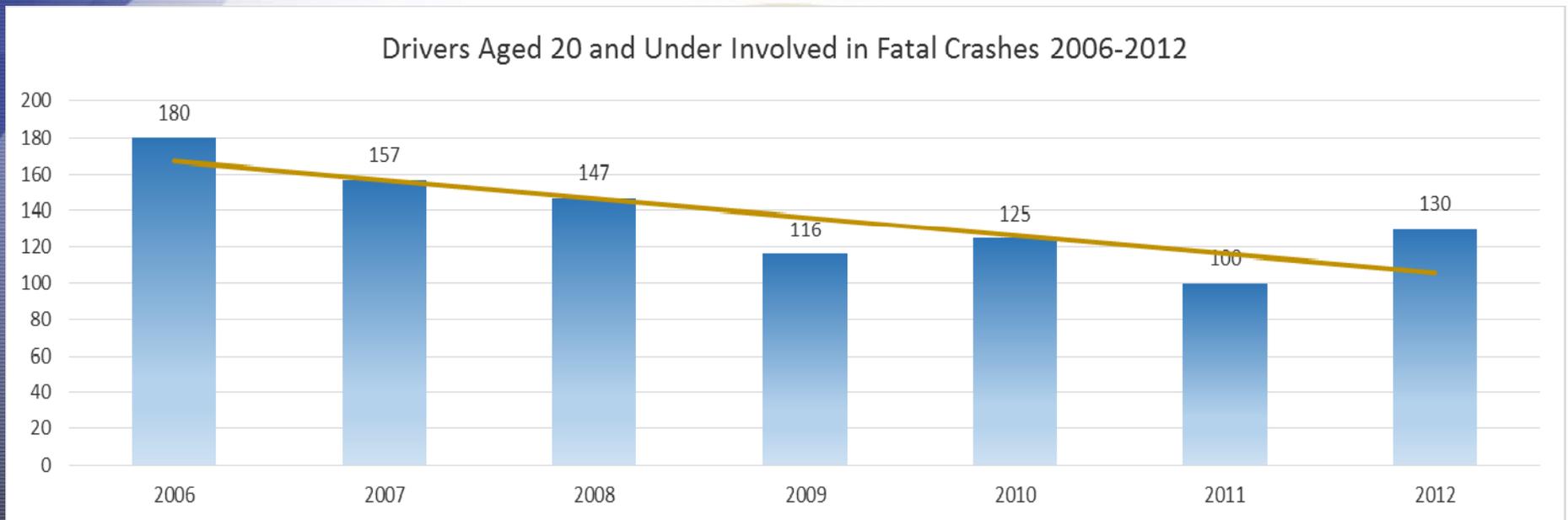
Seat Belt Usage Rates



Source: Purdue University Center for Road Safety

- 2013 rate (not shown) dipped to 91.6% due, in part, to new sampling approach. Keeping rate above 90.0% is imperative.

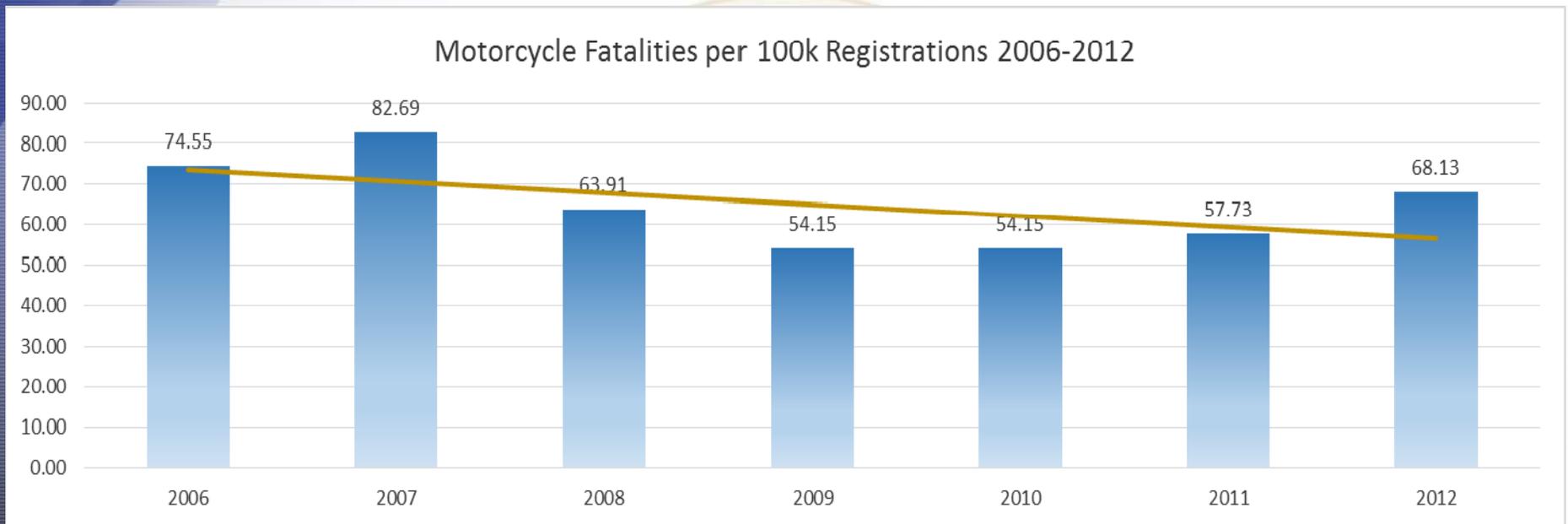
Young Drivers



Source: Fatality Analysis Reporting System

- Young drivers were involved in nearly 40,000 collisions in 2013 (preliminary ISP data)

Motorcyclists (including mopeds)



Source: Fatality Analysis Reporting System

- These number may significantly change due to new legislation

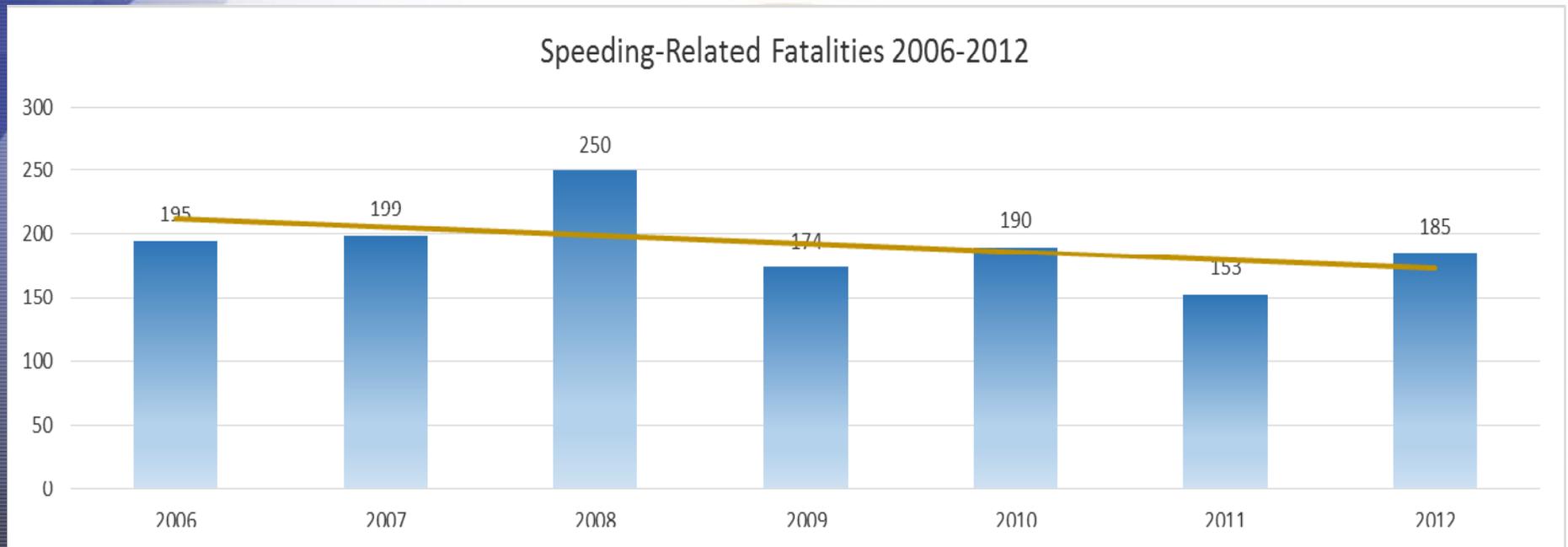
Motorcyclists (cont'd)



Source: Fatality Analysis Reporting System

- Registrations are up by more than 18,000 since 2008 (FHWA)

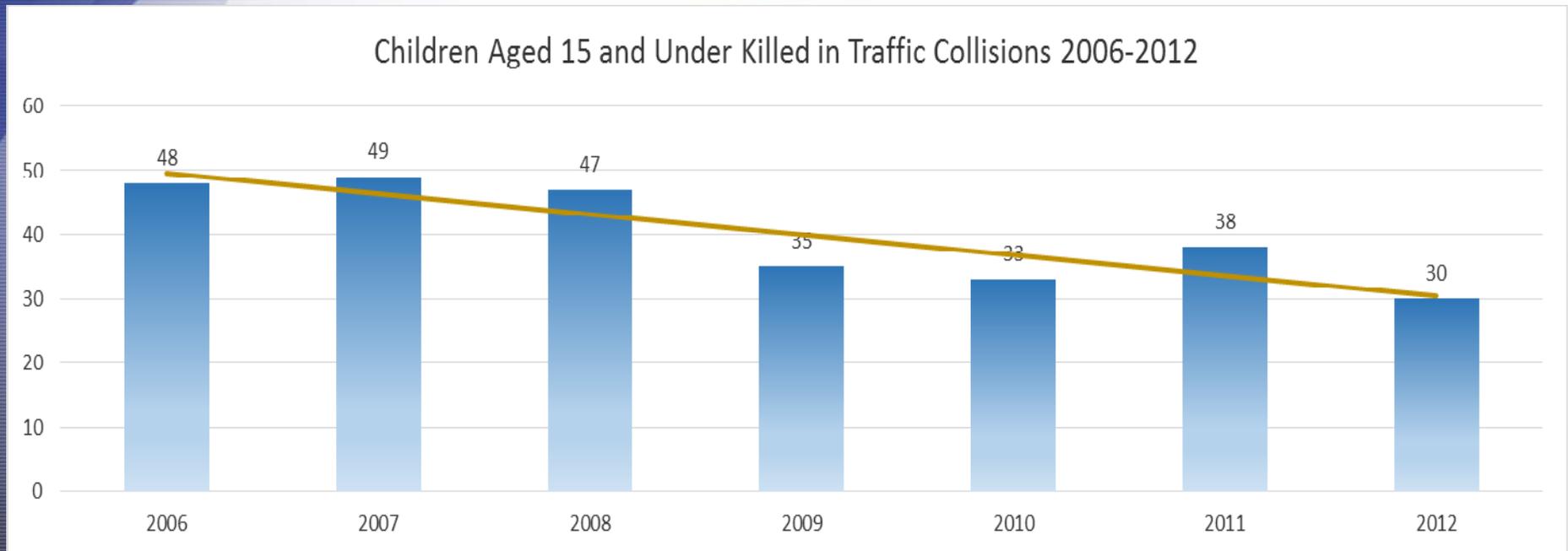
Speeding



Source: Fatality Analysis Reporting System

- Speeding was previously aggregated under Dangerous Driving

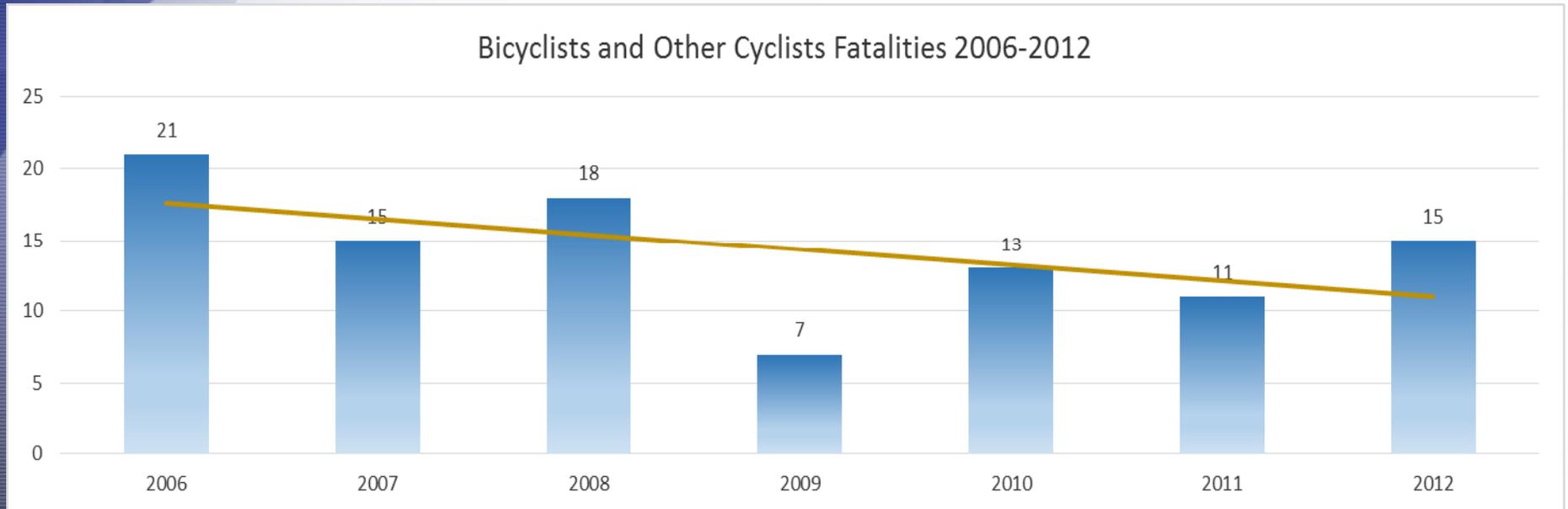
Children 15 & Under



Source: Fatality Analysis Reporting System

- Area of emphasis by ICJI and NHTSA

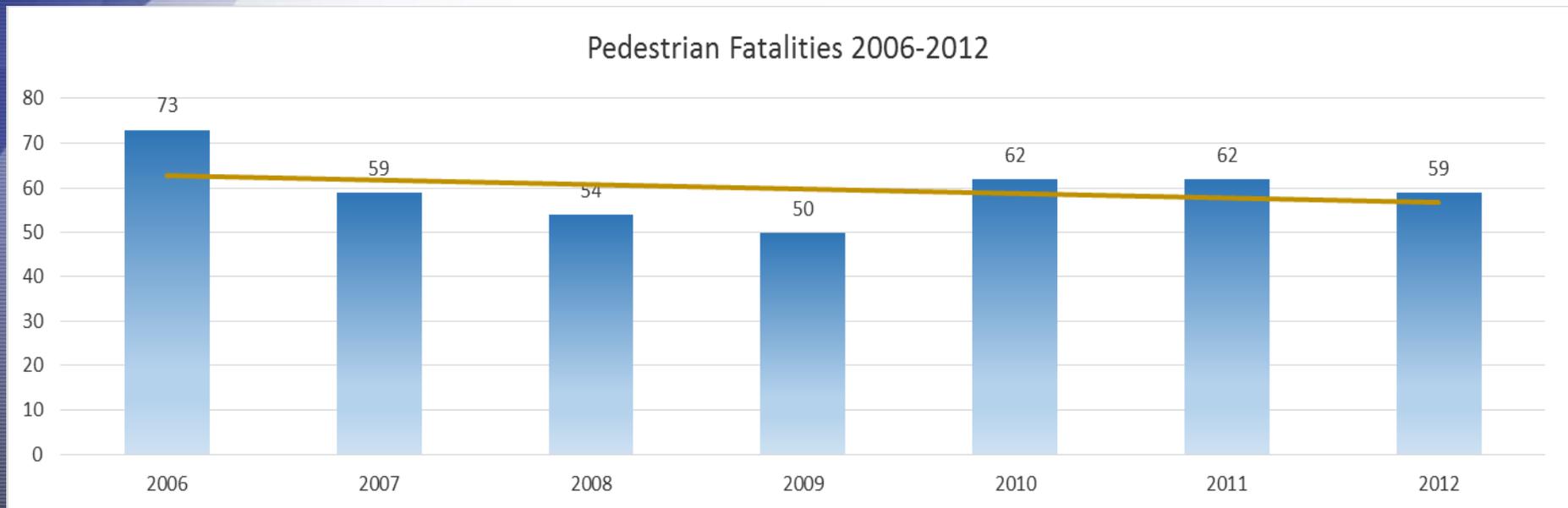
Cyclists



Source: Fatality Analysis Reporting System

- The number of bicycle-friendly cities in Indiana continue to grow

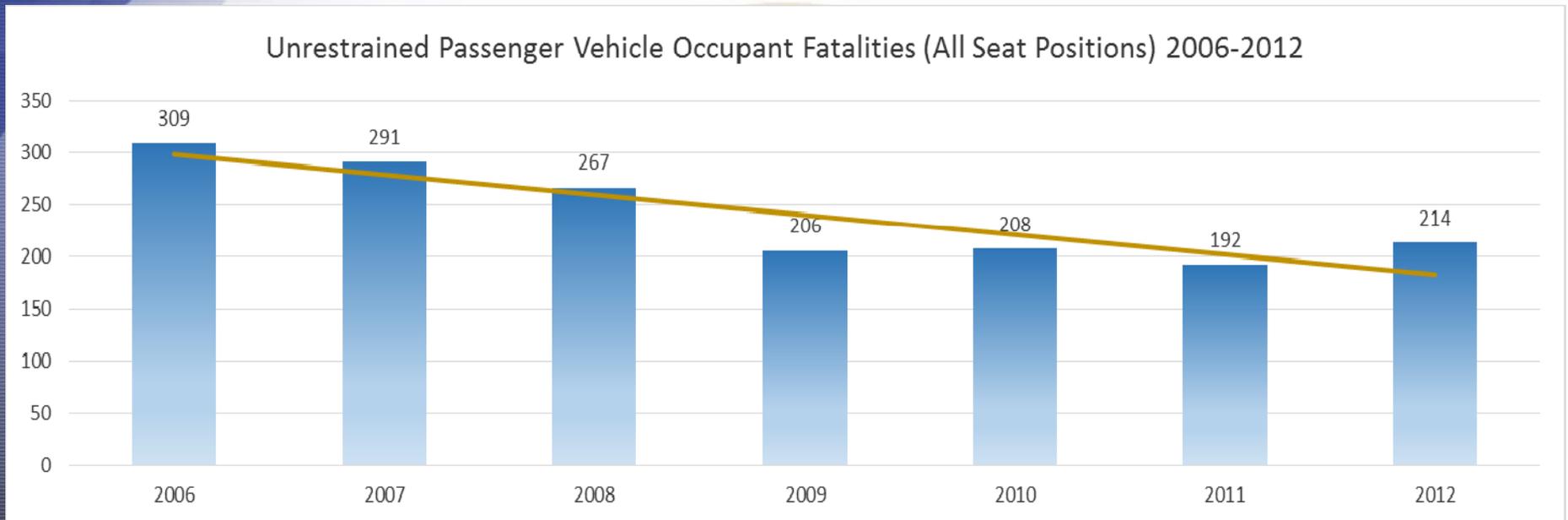
Pedestrians



Source: Fatality Analysis Reporting System

- In 2013, there were approximately 1,600 collisions and 1,500 injuries involving pedestrians (preliminary ISP data)

Unrestrained Fatalities



Source: Fatality Analysis Reporting System

- In 2013 there were over 5,300 collisions involving an unrestrained occupant (preliminary ISP data)



Looking Beyond the Ticket

CITATIONS DURING GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2013

Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2013
Seat Belt	54,000	110	7,046	10,837	71,993
Child Restraint	1,548	47	561	481	2,637
Misdemeanor DUI	272	237	5,388	234	6,131
Felony DUI	52	23	747	30	852
Suspended License	2,146	170	2,968	1,515	6,799
Speed	12,906	16	18,048	28,902	59,872
MC Permit/ License Violation	200	19	359	87	665
Criminal Misdemeanor	1,184	207	3,573	560	5,524
Criminal Felony	363	55	1,023	181	1,622
All Others	13,987	1,054	24,443	9,263	48,787
Grand Total	86,658	1,938	64,156	52,090	204,842

Source: ICJI OPO Database, FY2013 Program Totals, Retrieved April 3, 2014



What's Happening in FY 2014

- 178 Grants Awarded to state and local agencies, universities and nonprofits
 - 102 OPO
 - 31 DUI
 - 4 CPS/Young Drivers
 - 3 Innovative TS Pedestrian
 - 4 TS Records Improvement
 - 13 RDP
 - 15 Equipment Awards



What's Happening in FY 2014

- \$8,616,069.00 in funds awarded
- 107,589 citations issued as of June 18.
- Miracle Ride Sponsorship
- 15 New Agencies added to e-CWS



What's Happening in FY 2014

CITATIONS DURING GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2014

Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2014
Seat Belt	31,272	42	1,895	7,090	40,299
Child Restraint	852	17	157	337	1,363
Misdemeanor DUI	246	109	2,751	171	3,277
Felony DUI	41	10	344	9	404
Suspended License	2,215	159	1,952	1,269	5,595
Speed	7,013	18	6,367	16,091	29,489
MC Permit/License Violation	124	2	115	36	277
Criminal Misdemeanor	809	99	2,025	607	3,540
Criminal Felony	194	18	539	167	918
All Others	7,999	386	9,942	4,100	22,427
Grant Total	50,765	860	26,087	29,877	107,589

Source: ICJI OPO Database, FY2014 Program Totals, Retrieved June 18, 2014



Looking forward to FY 2015

- **Enforcement Periods**
 - Safe Family Travel: November 7, 2014 – November 30, 2014
 - Click or Ticket: May 18, 2015 – May 31, 2015
 - Drive Sober or Get Pulled Over: August 21, 2015 – September 7, 2015
- **Yearlong Enforcement**
 - Enforcement during peak periods based on community need



Looking forward to FY 2015

- Child Passenger Safety Week
 - September 14 – 20, 2014
 - September 13 – 19, 2015
- Motorcycle Safety Awareness Month
 - May 2015



MAP-21

- Moving Ahead for Progress in the 21st Century Act
- Governs eligible uses for federal monies
- Nearly all Traffic Safety dollars are awarded under MAP-21
- Provides direction for the Highway Safety Plan



Highway Safety Plan (HSP)

- Submitted as the State's application for 402 and 405 funds
- HSP is the strategic plan for each federal fiscal year
- Provides problem identifications and programmatic responses
- Describes traffic safety partnerships and performance measure targets

Grant Fraud

- Indiana experiences





Current Status

- NHTSA office provided general guidelines.
- Law enforcement should be held to a higher standard.
- Review of all activity sheets from previous years.
- Review of the agencies procedures for tracking officer overtime. Checks and balances.
- Review of all agencies within TSP.
- Outcome for accused agency

Schemes Associated with Grant Fraud

- Falsification of Log sheets
- Falsification of Tickets
- Misuse of “Administrative Time”



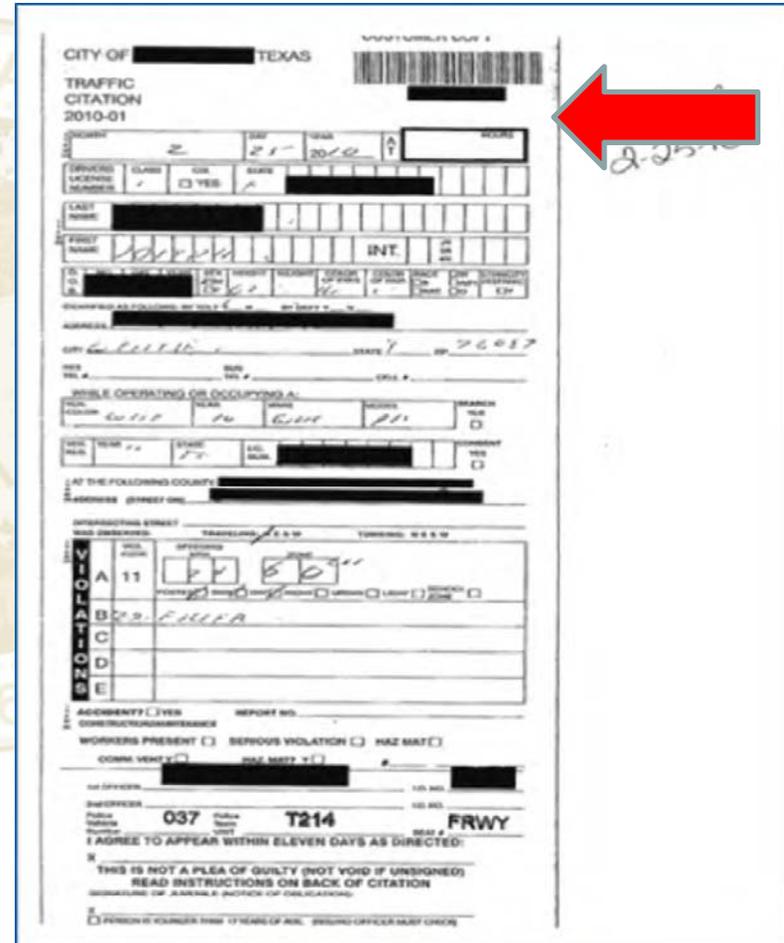


Falsification of Log Sheets

- **Most common fraud scheme.**
- Officers misreport hours worked, time tickets were written, number of tickets written to get paid for time not worked.
- Sometimes with tacit approval of supervisor.
- Discovered when officers' log sheets were compared to actual time worked based on dispatch logs, ticket records, vehicle logs

Falsification of Tickets

- Discovered when an officer's ticket book was found with completed ticket information but no times noted.
- Times omitted from tickets until log sheet completed. (Citation 1)
- False time entered on ticket to appear as if written during overtime shift.



CITY OF [REDACTED] TEXAS

TRAFFIC CITATION 2010-01

OFFICER: [REDACTED] DATE: 2/25/10

VIOLATION: 11

REPORT NO.: T214

AGREEMENT: FRWY

THIS IS NOT A PLEA OF GUILTY (NOT VOID IF UNSIGNED)
READ INSTRUCTIONS ON BACK OF CITATION
SIGNATURE OF DRIVER: [REDACTED]



Fraud Risk Factors: Weak Internal Controls

- Lack of supervision in grant procedures:
 - Failure to provide oversight during overtime patrols.
 - Absence of a time and attendance quality control check that can easily identify log sheet falsification.
 - Use of paper tickets.



Preventive Oversight to Reduce Risk

- Build supervision into project.
- Develop and implement an enforcement or project action plan based on data.
- Utilize GPS units on patrol vehicles.
- Use of log sheets to verify actual hours worked on shift.
- Provide training-including refresher roll call reviews of expectations.



Questions for Grant Coordinators to Ask Themselves

- Do supervisors sign off on completed work?
- Do officers check in and out of shifts with a supervisor or dispatch?
- Do supervisors conduct reviews and spot checks of officer records?
- Are schedules prepared in advance?
- Do managers have access to GPS records or other location records for patrol vehicles?



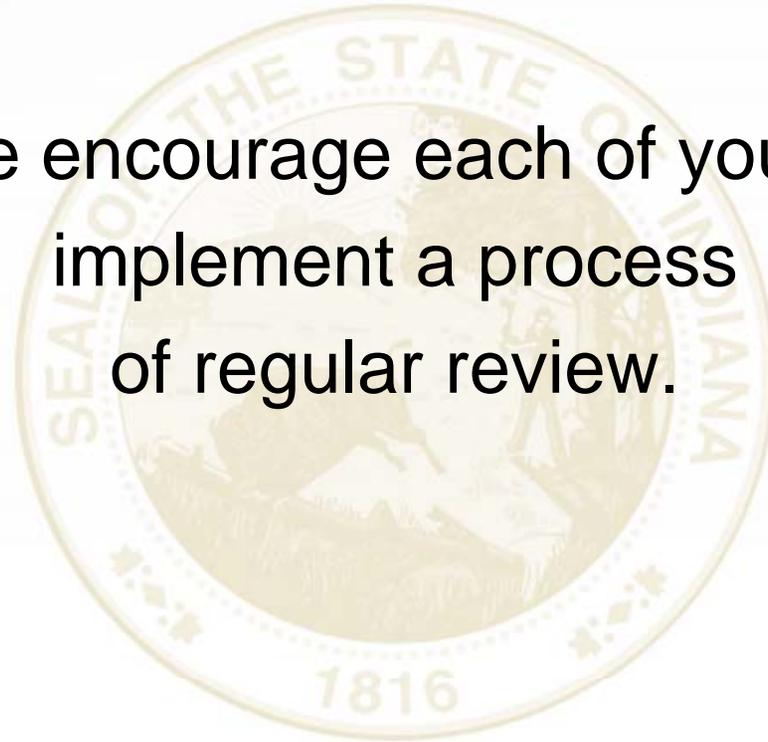
Questions for Grant Coordinators to Ask Themselves

- Could an officer falsify elements like date and time of violation?
- Are records retained for review?
 - Keep all records for 5 years
- Are officers informed about requirements and expectations?
- Are veterans asked to do refresher training?
- Is any emphasis placed on detecting fraud or conducting periodic reviews?



Questions?

We encourage each of you to
implement a process
of regular review.





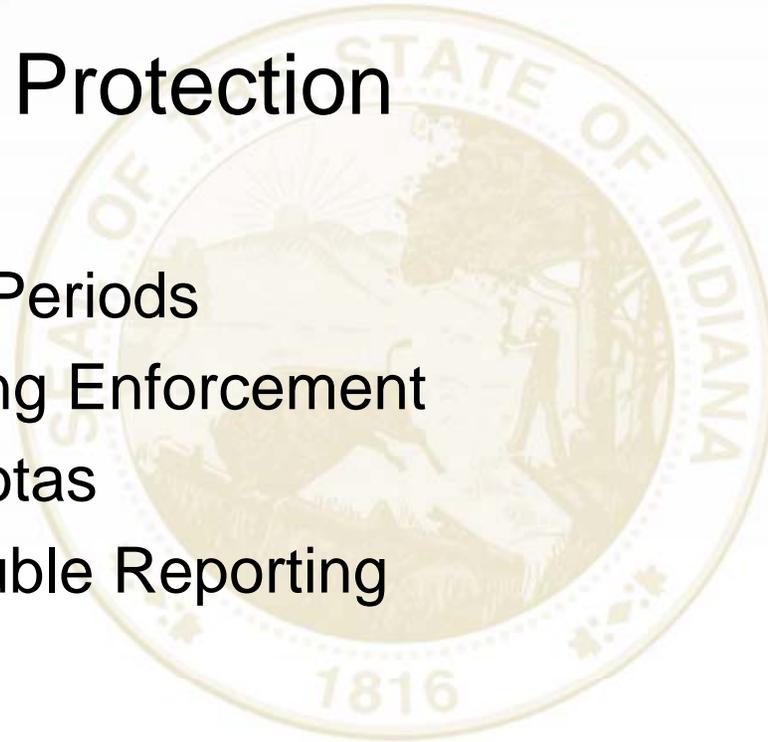
Program Updates

- Occupant Protection
 - FY 2014
 - 88,074 citations
 - 3.22 contacts per hour
 - \$1,840,628.45 Expended (48%)
 - 44,027.41 patrol hours worked



Program Updates

- Occupant Protection
 - FY 2015
 - 3 Blitz Periods
 - Yearlong Enforcement
 - No Quotas
 - No Double Reporting



T.O.P.S.

- Transferred to an on-line course in 2013
- Allows officer to take course on their time table
- Quiz after each module
- To date we have had 602 users
- ICJI manages user database



T.O.P.S

Traffic Occupant Protection Strategies

This is a program put together for law enforcement by law enforcement to increase your understanding of how we as law enforcement officers can save lives and prevent needless injury by simply doing our job: enforcing traffic safety laws. The National Highway Traffic Safety Administration developed Traffic Occupant Protection Strategies (TOPS) training for law enforcement agencies. TOPS covers a wide range of information addressing education and enforcement issues related to occupant protection and includes the dynamics of vehicle crashes and the risk faced by law enforcement officers. It also instructs law enforcement officers how to conduct an initial evaluation of a crash scene, and how to assist in crash reconstruction. The TOPS course is designed for state and local law enforcement officers who may or may not be involved in traffic law enforcement. The course consists of four modules.

TOPS FAQ

System Requirements

TOPS is designed to run on the browser Internet Explorer (IE) 10.0 or higher. It will not operate properly on a lower version of IE. You can upgrade to latest version of IE by going to the [Microsoft downloads page](#) (Opens in a new tab). Also, you may experience problems with the course

Login

Email:
Password:
Login

Email:
Forgot Password?

Create a New Account

First Name:
Last Name:
Email:
Department:
Password:
Confirm Password:
Create Account

Under "wheel" you can choose f12 developer tools.



T.O.P.S

A screenshot of a web browser displaying the T.O.P.S (Traffic Occupant Protection Strategies) website. The browser's address bar shows 'https://tops.cjin.gov'. The page features a large blue banner with the title 'Traffic Occupant Protection Strategies' and a descriptive paragraph. To the right, there are 'Login' and 'Create a New Account' forms. The browser's developer tools are open at the bottom, showing the HTML structure with a blue arrow pointing to the root of the document:

```
<!DOCTYPE html PUBLIC "">  
<html lang="en">
```



Program Updates

- DUI
 - FY 2014
 - \$842,030.37 Expended
 - 189 Checkpoints
 - 38,839 Impaired Driving Patrols
 - 20,248 Citations
 - 2.44 contacts per hour
 - FY 2015
 - Same program as 2014
 - [High Visibility Enforcement](#)



Programs for Under 21 years

- **Child Passengers**
- **Teen Drivers**
- **Underage Drinking**
- **Pedestrians and Cyclists**



Child Passengers

- **Child Passenger Safety Week (Sept 14-20)**
Media and outreach events across state
- **Child Passenger Safety Technician Training**
Funding always available for LE
Course is now 3 days
- **Funding for child restraint distribution and Permanent Fitting Stations**
This occurs through ASP- 1-800-KID-N-CAR



Permanent Fitting Stations

- Waiting for picture





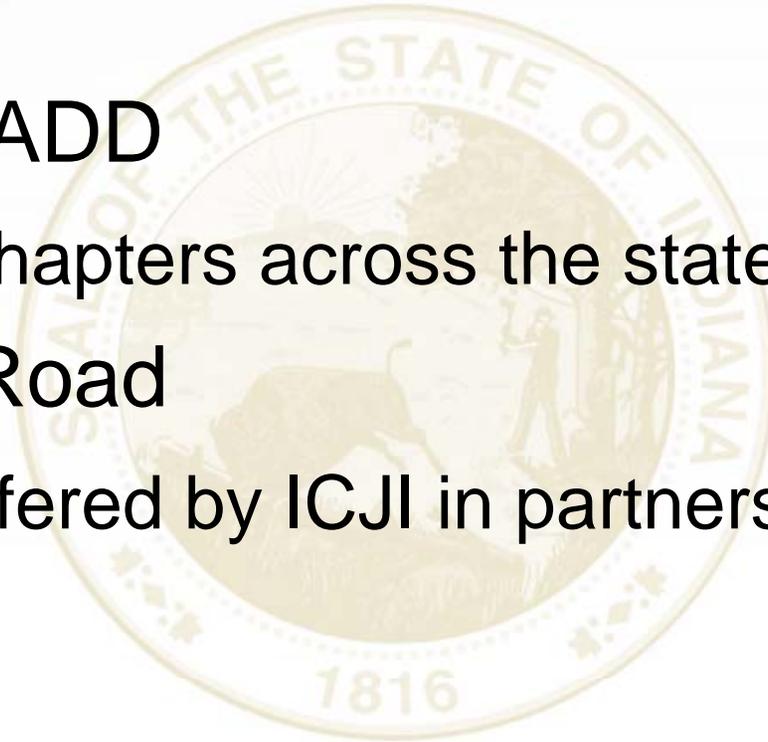
Project L.O.V.E

- Project LOVE is administered by the ASP
- Allows an officer to issue a voucher for a free or affordable car seat to a driver in violation of child restraint law.
- In the July update to ECWS the LOVE voucher will be available electronically



Teen Drivers

- **Indiana SADD**
Over 220 chapters across the state
- **Rule the Road**
Program offered by ICJI in partnership with LE





Indiana Excise Police

- ICJI provides funding to the Excise Police to conduct two projects aimed at reducing underage drinking
 - Cops in Shops
 - Stop Under Age Drinking and Sales



Innovative Traffic Safety Projects

- Hammond PD- Bicycle and Pedestrian
- Bicycle Indiana- Bicycle
- City of Bloomington- Bicycle and Pedestrian



MOTORCYCLE ISSUES UPDATE

NEW MOPED REGISTRATION LAW

MOTORCYCLE FATALITIES TO DATE FOR 2014



Mopeds Require Registration – January 1, 2015

- Details in House Bill 1333.
- Mopeds defined as “Class B Motorcycle” – Engine displacement of 50cc or less.
- Required to be registered (plated) after December 31, 2014.
- Plate will be a different color than “Class A Motorcycles” – Engine displacement greater than 50 cc.



MOPEDS CONTINUED

- Mopeds may not be operated above 35 MPH.
- Passengers prohibited unless designed to carry a passenger.
- Insurance is not required.
- Operator is required to possess a valid state identification card, a license, or a permit.
- Minimum age for operation is 15 years.
- Helmet required if under 18, or operating on a motorcycle permit at any age.



2014 Indiana Motorcycle Fatalities

- **Through June 23, 2014 – 41**
- **Through June 30, 2013 – 37**
- **Through June 30, 2012 – 66 (29 in June alone)**
- **Through June 30, 2011 – 40**
- **2014 TRENDS:**
- **Rider at fault – 53%**
- **Improper License – 37%**
- **Wearing a Helmet – 30%**



Egrants

- Funding Announcements Open in July
- Applications
 - Due 30 days after announcement opens
 - DUI application will be the same as last year
 - OPO applications will require more narrative on yearlong activities
 - All applications will require data to support need.
 - Award amounts will be determined by the data provided that supports the need.



Egrants Reporting

- Fiscal
 - Supporting Documentation
 - Chief/Sheriff Letter
 - Screenshot of the last page of database entry that show total funds expended.
 - Admin Log (if applicable)
 - Admin
 - Admin expenses cannot exceed 10% of ALL funds expended to date.
 - Admin Calculator



Personnel Services Screenshot



Governor's Council On Impaired & Dangerous Driving
Operation Pull Over

version: 5.50

OPO - Personnel Services

EXIT

Home

Admin

View Reports

		# Hours	O/T hourly rate	TL Project Amount
Total hours from Activities page		21.00		
Total hours from Officer detail		21.00	28.94	607.65
Officers	Class Certification			
	<input type="checkbox"/> SFST			
	<input type="checkbox"/> TOPS			
	<input type="checkbox"/> ADMIN			
<input type="button" value="Save"/>		<input type="button" value="Cancel"/>		

Officers	SFST	TOPS	ADMIN	# HRS	O/T hourly rate	TL Project Amount		
Brad Craven	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4.50	27.84	125.28	Edit	Delete
Branson Eber	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3.50	27.84	97.44	Edit	Delete
David Wells	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4.00	29.61	118.44	Edit	Delete
John OConnor	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4.50	29.61	133.25	Edit	Delete
Travis Evans	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4.50	29.61	133.25	Edit	Delete



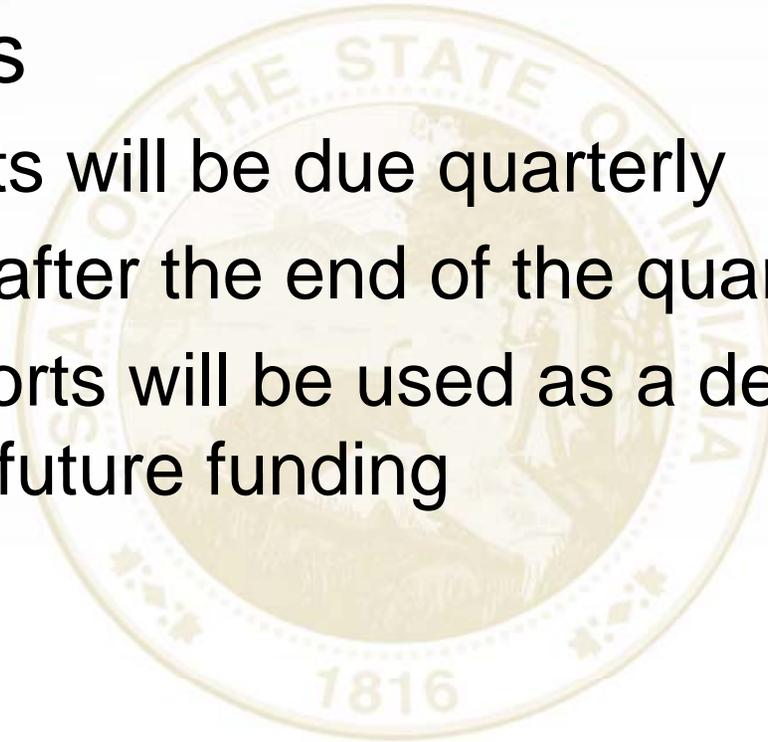
Egrants Reporting

- Program Reports
 - Supporting Documentation
 - Copies of all media
 - Program Totals PDF from the database.
 - Narrative
 - Give details on the activity that was conducted during the reporting period.
 - Be specific
 - Include details of media conducted if no copies can be provided.



Reporting

- Due Dates
 - All reports will be due quarterly
 - 15 days after the end of the quarter
 - Late reports will be used as a determining factor in future funding





Resources Available

- Annual Crash Facts Book
- Annual Fact Sheets
 - County Profiles
 - Motorcycles
 - Young Drivers
 - Occupant Protection
 - Dangerous Driving
 - Children
 - Large Trucks
 - Light Trucks
 - Alcohol

<http://www.in.gov/cji>

