

# State of Indiana FY 2017 Traffic Safety Annual Report



# FISCAL YEAR 2017 ANNUAL REPORT

## PREPARED FOR:

**U.S. DEPARTMENT OF TRANSPORTATION**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

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## Introduction

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

.....  
“Safer Hoosier roadways at every turn.”  
.....

By using up-to-date crash data, ICJI implements countermeasures in specific areas, thus reducing crashes throughout the state.

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

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

In addition to the HSP, this Annual Report (AR) is an account of the previous fiscal year’s activities and accomplishments in response to the targets set forth in the HSP. The performance plan explains the evaluation process and whether the targets were reached. Each program report section details the targets and achievements, project details, and evaluation (where applicable) for each program area. This is followed by sections on paid media and communications, LEL highlights, and finally the fiscal summaries. Our goal is to not only illustrate the activities of FY 2017 to those outside of ICJI, but also that this document is utilized internally as a tool for reflection and to stimulate ideas and improvements that can be made in FY 2018 and years to come.

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

Evidence based enforcement begins with an analysis of appropriate data to form the problem identification. Then proven countermeasures that target the identified problems are deployed. Following the deployment of countermeasures, evidence based enforcement requires continuous follow-up and adjustments.

Prior to awarding any grant funds to subgrantees in FY 2017, ICJI conducted a thorough review of current data resources and reports. This review occurred between the submission date of the FY 2017 HSP and the awarding of funds. ICJI staff received the most recent data, reports, and analysis during that time. This data was used for problem identification and then was followed with the appropriate selection of Countermeasures That Work.

The six LELs played an important role in the evidence based enforcement. LELs monitored all TSD police department subgrantees with site visits and continuous monitoring. This included an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that were high risk or failed to properly deploy evidence based enforcement received an increased level of monitoring and attention.

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



## Performance Measures and Targets

Figure 1: Performance Targets and Current Figures

ANNUAL STATISTICS FOR TRAFFIC SAFETY PERFORMANCE MEASURES															
Outcome Measure												Sources			
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017 <sup>^</sup>	Data Source 2008-2016	Data Source 2017	
NHTSA CORE MEASURES	C-1	Traffic Fatalities	820	693	754	751	781	784	745	817	821	911	725	FARS	FARS Projected
	C-2	Incapacitating Injuries	3,382	3,179	3,443	3,405	3,816	3,441	3,353	3,695	3,505	3,507	4,000	PPI	ARIES Projected
	C-3	Fatalities Per 100 Million Vehicle Miles Traveled	1.11	0.90	1.00	0.98	0.99	1.00	0.94	1.04	-	-	1.02 <sup>^^</sup>	FARS	FARS/INDOT Projected
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	267	206	208	192	214	202	190	221	251	264	190	FARS	ARIES Projected
	C-5	Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	206	207	194	207	230	199	160	172	211	217	199	FARS	ARIES Projected
	C-6	Speeding-Related Fatalities	250	174	190	153	185	218	204	233	213	175	190	FARS	ARIES Projected
	C-7	Total Motorcycle Fatalities	131	111	111	118	152	115	124	108	101	141	122	FARS	ARIES Projected
	C-8	Unhelmeted Motorcycle Fatalities	95	84	88	95	116	82	89	79	72	89	90	FARS	ARIES Projected
	C-9	Drivers Aged 20 and Under Involved in Fatal Crashes	147	116	125	100	130	104	87	120	106	70	101	FARS	FARS Projected
	C-10	Pedestrian Fatalities	54	50	62	62	59	76	78	96	85	107	67	FARS	ARIES Projected
	C-11	Bicyclists and Other Cyclists Fatalities	18	7	13	11	15	14	12	12	19	9	13	FARS	ARIES Projected
B-1	Observed Seatbelt Usage Rate (%)	91.2	92.6	92.4	93.2	93.6	91.6	90.2	91.9	92.4	93.0	89 <sup>^^</sup> *	CRS	CRS	
A-1	*Number of Seat Belt Citations During Grant Funded Enforcement	108,956	113,577	105,746	99,077	82,961	71,993	64,586	52,704	48,571	42,447	-	OPO	OPO	
A-2	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	8,157	8,975	8,257	7,907	7,950	6,983	5,823	4,069	4,874	5,127	-	OPO	OPO	
A-3	*Number of Speeding Citations and Arrests During Grant Funded Enforcement	66,394	100,230	107,151	86,702	56,181	53,732	44,436	41,643	35,675	37,422	-	OPO	OPO	
16	Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.80	1.46	1.67	1.66	1.78	1.83	1.61	1.85	1.70	1.90	1.64	FARS	FARS/PPI Projected	
17	Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.65	0.57	0.59	0.57	0.52	0.51	0.55	0.59	0.60	0.70	0.50	FARS	FARS/PPI Projected	
18	Motorcycle Fatalities per 100k Registrations <sup>^*</sup>	63.91	54.15	54.15	57.73	68.13	52.60	55.69	42.53	40.20	57.20	55.00	FARS	ARIES/BMV Projected	
19	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.28	0.27	0.26	0.27	0.29	0.25	0.20	0.22	0.27	0.25	0.25	FARS	FARS/PPI Projected	
20	Children Aged 15 and Under Killed in Traffic Collisions	47	35	33	38	30	40	20	35	20	42	30	PPI	ARIES Projected	

Sources: U.S. Department of Transportation and NHSTA Traffic Safety Facts: Indiana 2012-2016 Final and FARS 2016 ARF, OPO Database, Indiana University Public Policy Institute (PPI), Purdue University Center for Road Safety (CRS), Indiana Bureau of Motor Vehicles (BMV), Indiana Department of Transportation (INDOT), daily Fatality Analysis Reporting System (FARS) Indiana Fatality Report, United States Census Bureau (US Census), Federal Highway Administration Highway Statistics, and the Indiana State Police Automated Reporting Information Exchange System (ARIES).

Note (1): Where "Date Source 2017" is noted as "Projected", data was pulled for January 1, 2017 through November 30, 2017 and retrieved December 19, 2017. These 11 months of data were used to project 2017 annual figures.

\* Denotes a federal fiscal year statistic

<sup>^</sup> 2017 Targets taken from FY 2017 HSP unless otherwise noted

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

<sup>^^</sup>Calculated using INDOT VMT data for 2015

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

<sup>^</sup>\*Adjusted from motorcycle fatalities per 10,000 registrations to motorcycle fatalities per 100,000 registrations

\*\*\*Projected based on number of motorcycle registrations as of November 30, 2017

## Data

The data sources used for each year, 2008-2017, are noted in Figure 1 above. Several of TSD's data partners house, track, compile and analyze the data used by TSD to make programmatic decisions. To determine calendar year 2017 data projections, all Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES) and Fatality Analysis Reporting System (FARS) supplied data was pulled in December 2017 for the period of January 1, 2017 through November 30, 2017. The data for this period was divided by the 11, (months covered in the data) and the resulting quotient was added to the original 11 month figure to achieve the projected 2017 figure.

The data compiled in *Figure 2. Citations During Grant Funded Enforcement Activities, FY 2017* were taken from the Operation Pull Over (OPO) database. Law enforcement agencies report grant funded activities directly into this database.

Figure 2: Citations During Grant Funded Enforcement Activities, FY 2017

Citations and Criminal Offenses During Grant Funded Enforcement Activities, FY 2017					
Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2017
<i>Seat Belt</i>	33,396	52	4,255	4,744	42,447
<i>Child Restraint</i>	1,135	20	384	275	1,814
<i>Misdemeanor DUI</i>	225	165	3,889	170	4,449
<i>Felony DUI</i>	44	17	593	24	678
<i>Underage Alcohol</i>	7	5	225	21	258
<i>Suspended License</i>	3,357	126	3,903	1,735	9,121
<i>Speed</i>	13,584	44	11,502	12,292	37,422
<i>Motorcycle Permit/ License Violation</i>	75	2	105	49	231
<i>Criminal Misdemeanor</i>	1,041	108	2,928	558	4,635
<i>Criminal Felony</i>	414	14	836	186	1,450
<i>Texting</i>	93	1	93	221	408
<i>All Others</i>	13,024	583	16,470	8,541	38,618
<i>Grand Total</i>	66,395	1,137	45,183	28,816	141,531

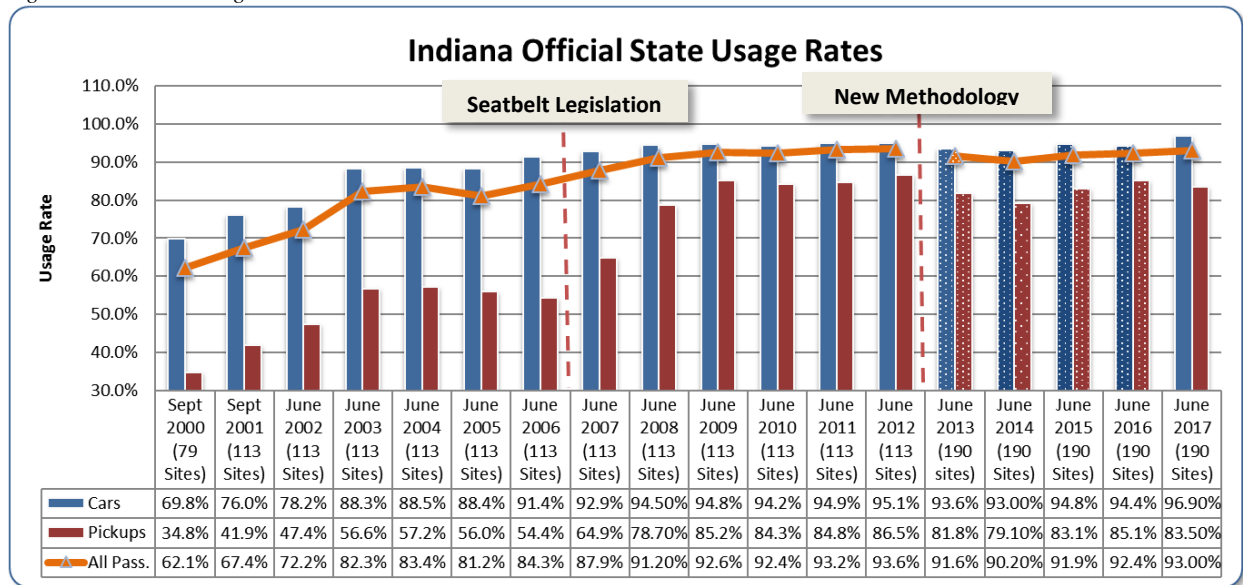
Source: OPO database

## Occupant Protection

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

In 2017, there were an estimated 267 unrestrained passenger vehicle fatalities. The number of unrestrained passenger fatalities in 2017 increased 5.6 percent from 2016. Overall, 2017 has had the same amount of unrestrained passenger vehicle fatalities as 2008.

Figure 3: Seat Belt Usage Rates 2000-2017



Source: CRS

In June 2017, the LELs conducted an observational seat belt survey to determine usage rates for drivers and passengers of all vehicles. Starting in 2013, seat belt usage rates were calculated using a new formula and a new set of survey sites. In addition, new observers were used for the 2014 survey. Historically, seat belt usage rates of pickup truck occupants have been lower than cars; therefore, one of ICJI’s primary focuses was targeting this class of occupants. Utilizing the new formula, survey sites, and observers, the survey results found pickup truck occupant usage rates for 2017 at 83.5 percent, which is significantly lower than that of cars at 96.9 percent. Because pickup truck seat belt usage rates continue to be consistently lower than cars, TSD will enhance RDP programming in FY 2018. TSD also will provide additional 402 funding to ISP in FY 2018 to increase their seat belt enforcement.

### Program Management – Operation Pullover (OPO)

#### Project Number: OP-2017-01-00-00

In FY 2017, the occupant protection program manager coordinated and oversaw occupant protection initiatives. The program manager’s responsibilities included monitoring subgrantee compliance and performance and promoting education and enforcement of occupant protection laws. The program manager also oversaw the Rural Demonstration Project (RDP) and OPO. The

402 funds cover the program manager's salary, benefits, and travel costs to conferences and trainings. **402 FUNDS**

### Traffic Occupant Protection Strategies (TOPS)

Officers working overtime enforcement under OPO and Driving Under the Influence (DUI) grants through TSD are required to complete the Traffic Occupant Protection Strategies (TOPS) course. In FY 2013, ICJI created the online, four-hour TOPS certified course to replace the instructor-led version that previously encompassed an entire day. This increased efficiency and improved tracking for compliance. Since its inception in July 2013 through November 9, 2017, the TOPS online course has certified more than 2,000 officers. This figure will continue to grow as new agencies join the OPO program with the introduction of new officers. TSD is updating the TOPS training website, with these changes to be posted in early 2018.

### Operation Pull Over Enforcement

#### **Project Number: OP-2017-02-00-00**

ICJI continued working toward increasing Indiana's seat belt usage rate by funding overtime enforcement during the OPO program. During FY 2017, there were a total of 231 participating agencies and 41 Traffic Safety Partnerships.

OPO agencies averaged 3.31 contacts per hour and issued 1.32 seat belt/child restraint (SB/CR) citations per hour. OPO agencies arrested an impaired driver every 13.03 hours. OPO officers working enforcement programs worked a total of 65,124.87 hours and issued 175,365 citations and warnings, of which 63 percent were citations. **402 FUNDS**

### Rural Demonstration Project

#### **Project Number: MIX-2017-03-00-00**

RDP increased seat belt and proper child restraint enforcement in rural areas with high unrestrained fatality and injury rates. During the twenty-one day enforcement period, July 11 through July 31, 2017, 22 local law enforcement agencies in 13 of Indiana's counties and ISP increased patrols in rural areas that have consistently low seat belt usage rates. As a result, 845 patrol hours were worked with 2,144 citations and warnings issued. **405(B) FUNDS**

### *Looking Beyond the Ticket*

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

- During Blitz 91, *Drive Sober or Get Pulled Over*, the LaPorte Police Department made an arrest for Unlawful Possession of a Firearm by a Serious Violent Felon. Numerous drugs were found in the vehicle.
- During seat belt enforcement outside of the blitz time in April, the Goshen Police Department in the Elkhart County TSP located a rolling methamphetamine lab inside a vehicle.
- During February enforcement outside the blitz time, the Hammond Police Department initiated a traffic stop for a speeding violation. The passenger was a well-known gang

member and had multiple warrants. A stolen handgun and marijuana were found on the suspect.

- During Blitz 88, *Safe Family Travel*, the Merrillville Police Department attempted to make a traffic stop for a seat belt violation and the driver fled. Three occupants were arrested. A loaded handgun was located on the passenger floorboard, and marijuana was located in the vehicle. Subjects were charged with Felony Resisting Law Enforcement, Possession of Marijuana, and possession of a Handgun without a Permit.
- During Blitz 88, *Safe Family Travel*, the Gary Police Department attempted to stop a vehicle, which resulted in a vehicle pursuit and crash followed by a foot pursuit of two subjects. The suspects were located in a garage and taken into custody with the assistance of a K-9. Again during this blitz in December, officers attempted a stop on a vehicle where the victims had been carjacked at gunpoint, which led to a vehicle pursuit, followed by a foot pursuit of four suspects. All four subjects were taken into custody with the assistance of two K-9s.

### Program Success Awards

#### **Project Number: PT-2017-06-00-00**

The intent of this project was to provide for an annual awards and recognition ceremony for all subgrantees and statewide partners. High performing agencies were to be recognized and awarded equipment grants to support their traffic enforcement programs. In FY 2017, Indiana did not have the staffing necessary to develop this program and no project funds were spent. **402 FUNDS**

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

The target of the Traffic Records program is to create an integrated traffic records system through a collaboration of all local, state and federal entities responsible for motor vehicle safety. This collaboration includes coordination with the SHSP and the INDOT to improve traffic information systems across the state. The program was designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway traffic safety programs.

ICJI depends on the accuracy and timeliness of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. As of November 30, 2017, 90 percent of all crash reports for the year were submitted within five days of the crash.

### Program Management/Traffic Records Coordinator

#### **Project Number: M3DA-2017-01-00-00**

In FY 2017, the traffic records coordinator was responsible for managing Indiana's crash records system, recruiting agencies to report crashes electronically, and instituting initiatives to improve the timeliness and accuracy of crash records. The program coordinator utilized the 2013 Indiana Crash Records assessment as a guide to improve data quality in 2017. The 2013 Indiana Crash Records assessment will be referenced until a new assessment is conducted. Similar to other years, in FY 2017 the program coordinator followed a strategic timeline, which outlined when each

improvement activity would be conducted. The 402 and 405(C) funds cover the program manager's salary, benefits, and travel costs to traffic record related conferences and training. **402 and 405(C) FUNDS**

### Indiana University - Public Policy Institute

#### **Project Number: TR-2017-01-00-00**

In FY 2017, funds supported services provided by the Public Policy Institute (PPI), including the identification of motor vehicle crash trends and the creation of Indiana traffic trend fact sheets. Fact sheets contain traffic-related data for each of the following categories: motorcycles, young drivers, dangerous driving, occupant protection, children, commercial vehicles, non-motorists, and alcohol. In addition, PPI publishes an annual Indiana crash fact book and county profiles publication covering each of Indiana's 92 counties. TSD utilizes this information to help inform performance measures, respond to media requests, and provide data to subgrantees to incorporate in their grant applications. **402 FUNDS**

### Purdue University - Center for Road Safety

#### **Project Number: M3DA-2017-02-00-00**

In FY 2017, Purdue University's Center for Road Safety (CRS) conducted various data analyses for ICJI. CRS released two publications regarding crash, EMS, and hospital inpatient/outpatient databases. The CRS also analyzes results from the observational seat belt usage surveys. There was a 93 percent seat belt usage rate in 2017. This was an increase of 0.6 percent from 2016. For more information regarding the seat belt survey, please reference the *Occupant Protection* section of this report. **405(C) FUNDS**

### Indiana Supreme Court - JTAC – Racial Profiling

#### **Project Number: K10-2017-01-00-00**

The goal of this project was to increase the use of the electronic Citation and Warning System (e-CWS) by law enforcement agencies. The ticketing software in eCWS has the ability to collect numerous data elements for each driver on any given traffic stop. Race is one of the data elements collected through the eCWS. Because this was new funding in FY 2017, Indiana did not have carry forward funds available to initiate the project in the beginning of the fiscal year. The FY 2017 funds were awarded by NHTSA late in FY 2017, and as a result, Indiana was unable to proceed with this project in 2017. This project will be conducted in FY 2018. **1906 FUNDS**

### Indiana State Police Crash Reconstruction Software

#### **Project Number: M3DA-2017-08-00-00**

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

## Indiana State Department of Health Trauma Database

### **Project Number: M3DA-2017-05-00-00**

The Indiana Trauma Registry (ITR) is the foundation component of the Indiana trauma system, providing the means to monitor the system for efficiency and effectiveness in hopes of improving injury data submitted by hospitals for those involved in a traffic crash. During FY 2017, the number of submitting hospitals increased from 109 to 111. With the increase in submitting trauma centers, the number of trauma patient records available for analysis continues to increase. The number of patient records increased from 197,595 in 2016 to 241,866 in 2017. For FY 2017, the number of days from the incident to entry in the Trauma Registry decreased from 110 to 108 days.

**405(C) FUNDS**

## Department of Toxicology Backlog Reduction

### **Project Number: M3DA-2017-07-00-00**

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

**405(C) FUNDS**

## Bureau of Motor Vehicles Data Compilation and Sharing

### **Project Number: M3DA-2017-06-00-00**

In 2015, ICJI entered into a Memorandum of Understanding (MOU) with the Bureau of Motor Vehicles (BMV) to provide access of BMV data to both Indiana University (PPI) and Purdue University (CRS). The two year MOU provided for the BMV to collect and transfer data specifically defined by PPI and CRS for use in the completion of their grant agreements with ICJI.

**405(C) FUNDS**

## Indiana Department of Homeland Security – EMS Data

### **Project Number: M3DA-2017-04-00-00**

The Department of Homeland Security (DHS) is working to upgrade their software to be NEMSIS compliant. This upgrade will allow all EMS and fire departments to enter data collected during emergency runs into a system that is integrated with other agencies that collect traffic records.

**405(C) FUNDS**

## Indiana Supreme Court – eCWS

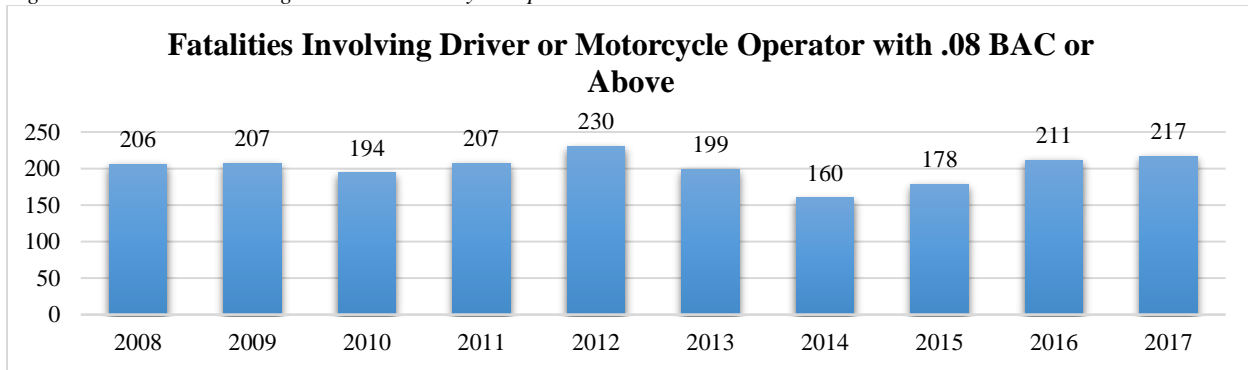
### **Project Number: M3DA-2017-03-00-00**

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

As of September 30, 2017 there were 275 courts in 63 of the 92 counties trained on and using the Odyssey case management system. In FY 2017, a total of 438 law enforcement agencies have been trained in the eCWS (or e-ticket) system. Furthermore, the number of uniform citations found in the eCWS central repository for analysis increased from 8,902,017 at the end of FY 2016 to 9,952,040 at the end of FY 2017. **405(C) FUNDS**

## Impaired Driving

Figure 4: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2008-2017



Source: FARS and Indiana State Police crash data

Note: 2017 figure is projected

Reducing impaired driving crashes continues to be a primary focus for TSD. Although Indiana has historically had a lower percentage of overall fatalities as a result of impaired driving than that of the national level, during 2017 ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities. In 2017, ICJI, local law enforcement and the LELs made an increased effort to promote and support High Visibility Enforcement (HVE) in the form of sobriety checkpoints, sign boards, and patrol car signage. Indiana has also put an increased emphasis on DRE training and detection.

In 2017, ICJI implemented a new enforcement campaign targeting the summer impaired driving season between Memorial Day and Labor Day.

In 2017, there were an estimated 217 alcohol-impaired fatalities. ISP and local law enforcement agencies conducted 118 sobriety checkpoints in 2017 using 402 and 405(D) funds.

TSD subgrantees made 5,127 impaired driving arrests during grant funded overtime patrols in FY 2017. This is an increase of 4,908 impaired driving arrests made in FY 2016.

### Program Management – Impaired Driving

#### Project Number: M6X-2017-01-00-00

In FY 2017, the impaired driving program manager coordinated and monitored impaired driving countermeasure projects. The program manager responsibilities included monitoring subgrantee compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns, and promoting enforcement of Indiana's impaired driving laws. In 2017, the impaired driving program manager participated in all of ICJI's traffic safety update meetings in Indiana, which consist of training sessions



conducted with local law enforcement regarding upcoming funding availability. Impaired driving funds paid for the program manager's salary, benefits, and travel costs to impaired driving related conferences and training seminars. **405(D) FUNDS**

### Impaired Driving Enforcement (Impaired Driving Task Force Indiana)

#### **Project Number: M6X-2017-09-00-01**

With a continued focus on deterrence, Task Force agencies stepped up their enforcement with highly visible and sustained strategies in order to change behaviors of those willing to drink and drive. Thirty-seven counties comprised the DUI Task Force program supplemented with 14 ISP districts throughout the state. These agencies were provided overtime funding for officers to detect and arrest impaired drivers utilizing HVE efforts such as sobriety check points. In FY 2017 the DUI Task Force program issued 26,772 citations/arrests. DUI Taskforce Indiana was also instrumental in implementing NHTSA recommended HVE techniques by conducting 115 sobriety checkpoints, resulting in 440 arrests and citations.

Fifty-one bi-lingual checkpoint signs and stands were purchased and distributed around the state to new agencies and to replace older damaged signs for existing agencies. Two thousand implied consent cards were also provided to agencies. With the renewed efforts in HVE, ICJI saw new agencies participate in sobriety checkpoints. In conjunction with programmatic staff, ICJI's regional LEL network and the state's traffic safety resource prosecutor, Indiana was able to saturate new areas with HVE.

This project funded overtime pay for DRE officers participating in drugged driving enforcement initiatives in Indiana. There are now 186 DREs in Indiana. As specially trained officers, DREs are able to recognize drivers that are under the influence of drugs; which are often different than the more easily recognized and studied effects of alcohol. Funding was made available to those departments with trained DREs. Four police departments participated in this program, resulting in 99 impaired driving patrols, 124 SFST examinations conducted and 13 DRE evaluations. Fifty-six impaired drivers were arrested. **405(D) FUNDS**

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

#### **Project Number: M6X-2017-06-00-00**

The Indiana State Excise Police, the law enforcement division of the Indiana Alcohol and Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2017, Excise Police received funding from ICJI to conduct three enforcement initiatives; Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE), all of which focused on reducing the availability of alcoholic beverages to persons who cannot legally possess, consume, transport, or purchase alcohol.

Data does not exist on how many minors under the age of 21 are deterred from possessing, consuming, or driving under the influence of alcoholic beverages. However, during the 200 SUDS details in FY 2017, juveniles/minors were prevented from further consuming and possessing alcoholic beverages illegally. Over 2,200 arrests/warnings were issued during SUDS details. This is about 100 more arrests/warnings from the previous year. SUDS details are conducted at large events where underage drinking often occurs. Such events include Indiana University's Little 500,

the Indianapolis 500, concerts at Klipsch Music Center, White River State Park, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, and many more.

CIS allows officers to work one-on-one with alcoholic beverage establishments on how to recognize false identifications. Because of this one-on-one time, store employees are able to prevent minors from purchasing when officers are not present. In FY 2017 Excise Police conducted 54 details resulting in over 100 citations and warnings issued.

ICE allows officers to increase their enforcement efforts in and around major college campuses in Indiana to reduce underage drinking and therefore, underage impaired driving. Specifically targeted were Indiana University in Bloomington, Ball State University, Butler University, University of Indianapolis Indiana University Purdue University (IUPUI), Indiana State University, Notre Dame University, Indiana University South Bend, Indiana University East in Richmond, Vincennes University, University of Southern Indiana, DePauw University Indiana University Purdue University Fort Wayne (IPFW), Purdue Calumet in Hammond, Indiana Wesleyan in Marion, Valparaiso University, and Indiana University Northwest in Gary. Excise Police conducted 181 ICE details in FY 2017, 30 more than in 2016. Over 2,200 citations, arrests, and warning tickets were issued as a result of ICE details. **164 FUNDS**

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

#### **Project Number: M6X-2017-04-00-00**

The DRE recertification rate for certified officers remains at approximately 94%, with only a few officers not completing the re-certification process. New backup documentation processes remain in place that requires the officer to submit an updated resume and four face sheets from the evaluations completed. The rolling log is printed to PDF and retained to fully document the recertification authorization. Currently there are 186 certified DRE's in Indiana. In FY 2017 433 enforcement evaluations were completed.

In FY 2017 two SFST instructor courses were conducted at the request of agencies wishing to have more officers available to provide refresher training. IACP now provides guidance that officers should receive refresher training no less than every three years. This creates the need for more SFST instructors. In these two courses, forty-two officers were trained as instructors, five of which are DRE Instructors who are now able to present the ARIDE curriculum.

Data collection continues to be a challenge for entry into the DRE tracking site, and Indiana is only collecting a limited number of face sheets which can be used for data purposes or training purposes. Training planned for FY 2018, outside of Basic Academy SFST trainings, will include:

SFST Instructor Refresher and DRE Refresher Trainings February 2018

SFST Instructor School - March (28 Students)

SFST Instructor Training - July (28 Students)

DRE School - June (24 Students)

ARIDE Trainings – Ongoing

**405(D) FUNDS**

## DRE Tablet Data Entry and Management System

### **Project Number: M6X-2017-04-00-05**

This project funded the purchase of 200 tablets and associated hardware, software and license fees to support Indiana's DRE program. The project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at Rockefeller College's Institute for Traffic Safety Management and Research in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures.

All hardware and associated items have been received and are being distributed during certification and re-certification training. The software license was only recently signed and will be downloaded to each tablet in early FY 2018. **405(D) FUNDS**

## Traffic Safety Resource Prosecutor

### **Project Number: M6X-2017-06-00-00**

During FY 2017, the TSRP provided over 100 hours of continuing legal education for prosecutors, from introductory courses such as Evidence Boot Camp to more advanced trial techniques in Visual Trial. In addition, this year was the first time the Trial Advocacy course focused on drugged driving. As the threat of drugged driving becomes more and more prevalent, this training focused on dealing with drugged drivers in court. This training was in addition to the over 500 support calls fielded from prosecutors, legislators, and judges throughout the state. This year continues a trend of increasing training and support hours, and looks to continue to grow in FY 2018.

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

## Ignition Interlock

### **Project Number: AL-2017-03-00-00**

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

During FY 2017, the JOL provided continuing legal education seminars for lawyers involved in impaired driving cases for the Indiana Continuing Legal Education Forum. Three main topics

were presented: 1) NHTSA's push for Specialized DUI Courts; 2) NHTSA's push for Ignition Interlock; and 3) the impact, issues, and concerns regarding the science of convictions on impaired driving involving marijuana.

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

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

### Summer Impaired Driving Enforcement Project

#### **Project Number: M6OT-2017-03-00-00**

ICJI conducted a summer enforcement strategy targeting the top small, medium, and large counties with impaired driving crashes. The Summer Impaired Driving Enforcement Program was a project designed to decrease impaired crashes and fatalities in identified counties. For the purposes of the project, ICJI established a definition for small, medium, and large counties based on the number of impaired crashes occurring within the county. Small was defined as 1-49 crashes, medium was defined as 50-99 crashes, and large was defined as 100 or more crashes. Based on the number of impaired driving crashes, counties were divided into the categories of small, medium, and large. The rate of impaired crashes per 1,000 total crashes was then calculated for each county. Counties were then ordered from highest rate to lowest rate. The top 15 small, 10 medium, and 5 large counties were identified, based on their rate of alcohol-impaired crashes. ICJI awarded 11 law enforcement agencies grants for the Summer Impaired Driving Project. **405(D) FUNDS**

### Preliminary Breath Test (PBT) Equipment

#### **Project Number: M6X-2017-09-08-04**

Indiana law enforcement agencies have expressed a repeated need for additional PBT equipment to support them with their impaired driving enforcement efforts. This project purchased 1,745 *Alco-Sensor FST* PBTs and supporting equipment for current traffic safety sub-grantees to assist officers in identifying impaired drivers. PBTs were only be issued to law enforcement agencies that had signed traffic safety project agreements with the ICJI. One hundred and fifty-one police agencies received PBTs as part of this project.

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

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

## Motorcycle Safety

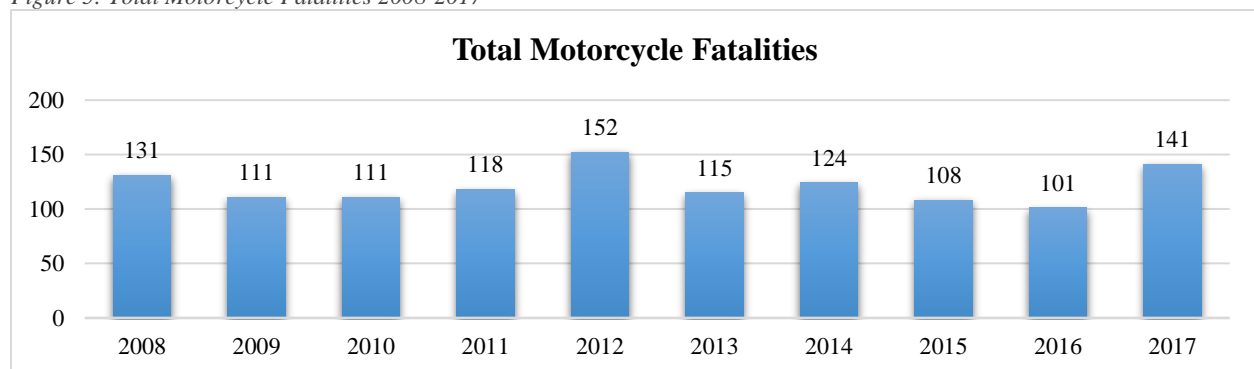
The motorcycle program is designed to reduce motorcycle traffic crashes and fatalities. This program also serves to educate riders of training opportunities on how to improve their riding skills, become properly licensed, and the importance of protective gear.

In 2017, there were an estimated 141 motorcycle fatalities in Indiana; therefore, the target of reducing the number of motorcycle fatalities to 120 in 2017 was not achieved. With a rate of 57.2, ICJI was slightly over its target rate of 55, increasing the rate of motorcycle fatalities per 100,000 motorcycle registrations in 2017.

TSD has reviewed 2017 motorcycle crash data and determined that unendorsed riders are over-represented in motorcycle crashes. In FY 2018, TSD will work with BMV and other partners to initiate a project to contact by mail all known unendorsed operators of registered motorcycles in Indiana with a strategically planned message. This message will include information on the benefits of becoming a properly trained and endorsed motorcyclist and the consequences of failure to obtain the required endorsement. It is anticipated this effort will have a positive effect on reducing the number of unendorsed motorcyclists involved in traffic crashes.

TSD has historically had a lack of interest from law enforcement subgrantees to participate in the Motorcycle HVE Project (Project Number M1X-2017-04-00-01). In 2018, TSD will solicit police agencies from across the state to submit proposals on new and innovative ideas to educate riders on motorcycle safety and create innovative HVE projects.

Figure 5: Total Motorcycle Fatalities 2008-2017

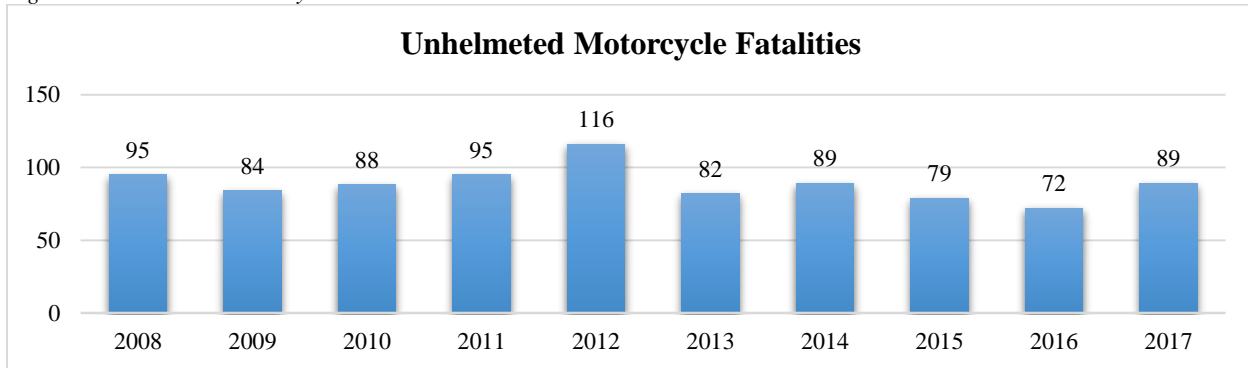


Source: FARS and Indiana State Police crash data

Note: 2017 figure is projected

Indiana law does not require helmets to be worn by motorcyclists who are the age of 18 or older. In 2017, an estimated 89 of the 141 motorcycle or moped operators and passengers involved in fatal collisions were not wearing helmets, a rate of 63.1 percent.

Figure 6: Unhelmeted Motorcycle Fatalities 2008-2017



Source: FARS and Indiana State Police crash data

Note: 2017 figure is projected

## Program Management – Motorcycle

### Project Number: M3DA-2017-01-00-00

In FY 2017, the program manager coordinated and oversaw motorcycle safety initiatives using 405(F) funds for communication and educational programs. The program manager's responsibilities also included monitoring sub-grantee compliance with the motorcycle HVE project. **402 FUNDS**

### Programs

In FY 2017, the focus of ICJI's motorcycle initiatives emphasized high visibility enforcement and motorcycle safety education.

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

### High Visibility Enforcement (HVE) Motorcycle Enforcement

#### Project Number: M1X-2017-04-00-01

In 2017, ICJI continued an impaired riding crackdown project, in which law enforcement agencies were encouraged to participate. The purpose of this project was to increase high visibility enforcement in areas that were identified with high impaired motorcycle rider fatalities and where there was a heavy concentration of motorcycle traffic associated with establishments that catered to motorcyclists. Five agencies conducted motorcycle HVE events in 2017; the Gary Police Department, Shelbyville Police Department, Kokomo Police Department, Grant County Sheriff's Department, and the Clark County Sheriff's Department. Additional events are being planned for FY 2018. **405(D) FUNDS**

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

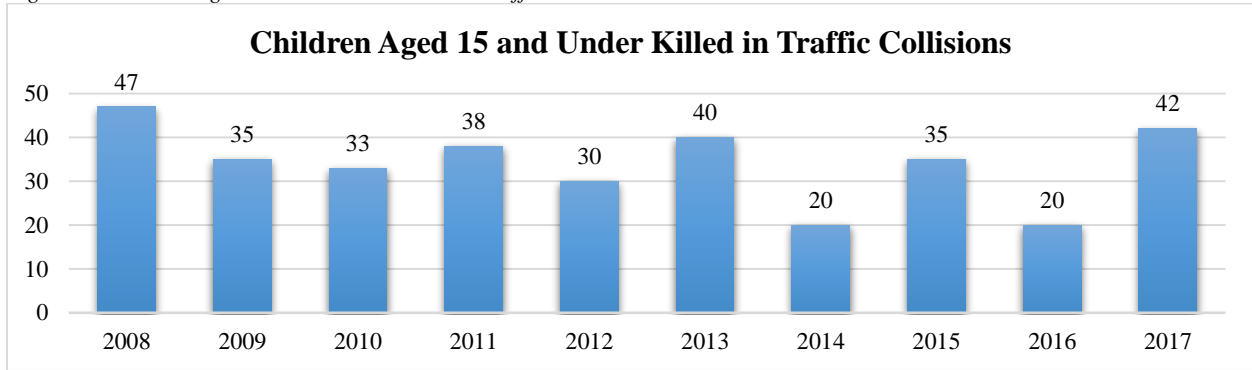
#### Project Number: M9X-2017-01-00-00

TSD partnered with ABATE to promote motorcycle safety awareness at a statewide kick-off event in Indianapolis in early May. For the fifth year, ICJI was a title sponsor for the Miracle Ride for Riley Hospital for Children. This is one of the largest motorcycle fundraising events in the state with more than 4,000 riders. The messages "Get Legal. Get Licensed," "Ride Sober or Get Pulled

Over,” and “Be Aware, Motorcycles are Everywhere” were visible at the event and were published in multiple editions of the Hoosier Motorcyclist Magazine and several other motorcycle publications, reaching over 150,000 riders. **405(F) FUNDS**

### Child Passenger Safety

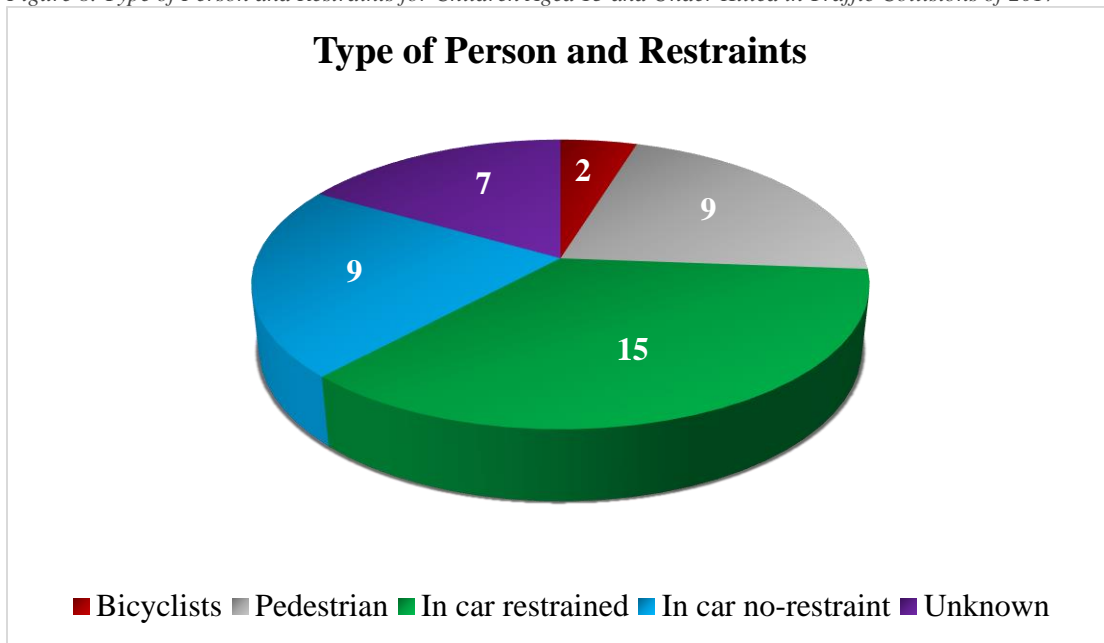
Figure 7: Children Aged 15 and Under Killed in Traffic Collisions 2008-2017



Source: Indiana State Police crash data  
 Note: 2017 figure is projected

Children ages 15 and under killed in traffic crashes increased from 20 in 2016 to 42 in 2017, which did not meet the target of 30 or fewer. ICJI continues its collaboration with law enforcement agencies and the Automotive Safety Program (ASP) to reduce child fatalities and incapacitating injuries.

Figure 8: Type of Person and Restraints for Children Aged 15 and Under Killed in Traffic Collisions of 2017



Source: Indiana State Police Crash Data

TSD has analyzed Aries crash data regarding fatal crashes of children under 15 years old. Crash location data does not discern any kind of crash pattern from point locations. TSD will continue

to deploy countermeasures and evidence based techniques, with continuous follow-up and adjustments, to reduce these fatalities.

### Program Management – Child Passenger Safety

#### **Project Number: PT-2017-01-00-00**

In FY 2017, the Child Passenger Safety Program Manager coordinated and oversaw child passenger safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, and promoting education and enforcement of child passenger laws. The 402 funds paid for the program manager's salary, benefits, and travel costs to conferences and trainings. **402 FUNDS**

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

#### **Project Number: MIX-2017-01-00-00**

During FY 2017, ICJI continued to support the Automotive Safety Program (ASP) at the Indiana University School of Medicine, which sought to reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of ASP was to design and promote traffic safety initiatives for children in Indiana. ASP provided statewide public information and education programs to increase the correct use of child restraints. ASP funded 49 child safety seat clinics throughout the state, which led to 1,356 inspections and 949 seats distributed to families in need.

In FY 2017, ASP utilized the National Child Passenger Safety Curriculum to conduct 27 Child Passenger Safety Technician (CPST) certification classes throughout Indiana. These classes were held in the following cities: Indianapolis (7), Evansville (3), Columbus, Fort Wayne, Greensburg, Martinsville, Michigan City, Mishawaka, Peru, Seymour, St. John, Terre Haute, Washington, Warsaw (Columbus to Warsaw all have 2), Brownsburg and South Bend. By conducting these classes, ASP was able to add 305 new technicians, 18 of which were law enforcement officers. As of the end of FY 2017, there were a total of 1,106 child passenger safety technicians and instructors in Indiana.

The addition of these technicians aided ASP's effort to increase the number of child safety seats provided to the public. Throughout FY 2017, with funding from ASP, 1,910 car seats were inspected in Indiana. Of those inspected, 1,333 were deemed defective or unsafe and were replaced.

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

ASP continued outreach to minority populations in an effort to educate families on child passenger safety, focusing primarily on the increasing Hispanic population. From October 1, 2016-



September 30, 2017, the Latino project manager conducted 14 presentations for Latino families and staffed 2 CPS booths. The project manager also completed 207 inspections for Latino families and provided 177 child safety seats. **405 (B) and 405 (B) FLEX FUNDS**

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

- In FY 2015, the Safe Kids Project Manager and the Automotive Safety Program created a new program directed at 8-12 year olds called *Belt Abouts*. ASP has created two versions for younger and older students, a letter for the parent or caregiver, and extra storyboard sheets. In FY 2016 ASP was able to begin administering the program. There were 17 classes held in FY 2017, which reached over 450 children.
- ASP has a partnership with RecycleForce. Recycle Force is able to recycle used car seats from ASP and other organizations throughout Indiana. ASP collected child restraints from car seat appointments and car seat clinics throughout the grant year and dropped them off to RecycleForce's downtown location. ASP recycled a total of 152 child restraints this fiscal year.
- ASP attempts to maintain the number of CPSTs by providing annual refresher courses, which aid the CPSTs in their recertification process. In FY 2017, six refresher courses were held with 198 CPSTs in attendance. The recertification rate in Indiana for CPST in FY 2017 was 59.5 percent. This is a slight increase from FY 2016 and still above the national average of 56.3 percent.
- The 12th Annual Indiana Injury Prevention Conference was held during the month of June in Indianapolis and attended by ASP staff. The conference provides up to date information on child passenger safety and other pertinent traffic safety related injury prevention initiatives. The conference concluded on the first day with a car seat clinic at the Indianapolis Zoo. The event was staffed by over 100 child passenger safety technicians and 50 volunteers. In the short time the clinic was available there were over 250 inspections completed and 210 child restraints provided to families.
- ASP created a Roll Call video in December 2016 which was sent out to all law enforcement agencies by the law enforcement liaisons.

ICJI provides funding for Safe Kids Indiana through ASP at the Indiana University School of Medicine. Safe Kids Indiana provides mini grants for traffic safety initiatives to Safe Kids chapters and coalition across the state. At the end of FY 2017 there were fifteen local coalitions covering nineteen counties and one state coalition in Indiana. SAFE KIDS participated in many events to provide education regarding bicycle and pedestrian safety. These coalitions reached over 41,000 children, parents, and caregivers with their events held throughout the state. **402 FUNDS**

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

##### **Project Number: TS-2017-28-00-00**

This project provides funding for software development for iPads used in support of Indiana's child restraint fitting stations. The project with IN3 develops the software necessary to support the tablet application and website. The electronic form used in the tablets provides staff at the

inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. **402 FUNDS**

### Operation Kids: Next Generation

#### Project Number: M1X-2017-03-00-00

ICJI offered overtime funding to law enforcement officers to attend a NHTSA Operation KIDS class. This class was promoted at the Grant Update Trainings ICJI held for grantees. The class was also promoted by the child passenger safety program manager during site visits with child passenger safety inspection stations. In FY 2017, 15 law enforcement officers attended this training. **402 FUNDS**

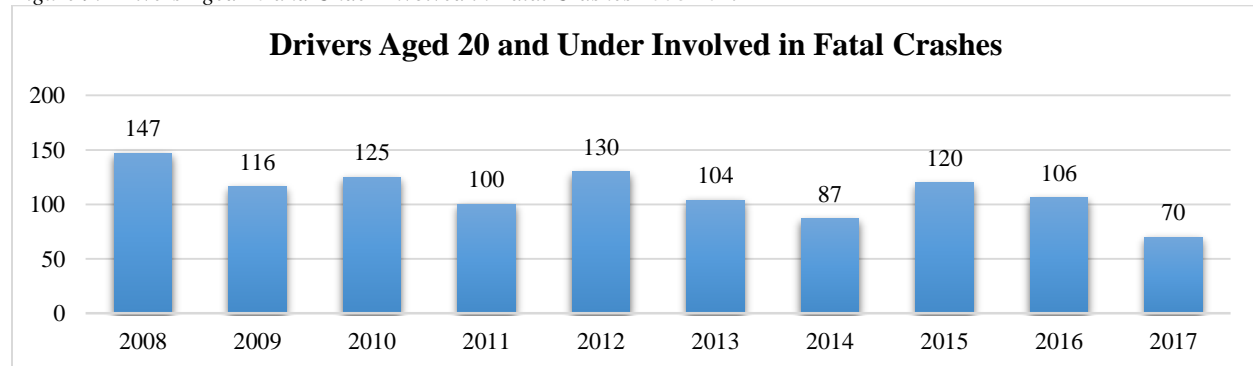
### Child Restraint Distribution Grant

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

As a result of the Indiana child restraint law that requires child restraints until eight years of age, a state child restraint system account was created. Funds generated from fines collected as judgments, appropriations from the General Assembly, grants, gifts, donations, and interest are placed in the fund granted by ICJI for the purpose of purchasing and distributing child restraints to those who cannot afford the proper equipment. In FY 2017, ICJI funded 65 child passenger safety inspection stations throughout the state. Those 65 inspection stations completed 7,816 child restraint inspections and distributed 2,810 child restraints. **Dedicated State FUNDS**

## Young Drivers

Figure 9: Drivers Aged 20 and Under Involved in Fatal Crashes 2008-2017



Source: FARS and Indiana State Police crash data  
Note: 2017 figure is projected

The goal for the Young Driver Program was to reduce the number of fatal crashes for this age group. In 2017, 70 young drivers were involved in fatal crashes, which is 31 less than the target of 101.

### Program Management – Young Drivers

#### Project Number: PT-2017-01-00-00

The program manager oversaw the ASP, Excise Police, Indiana SADD, pedestrian, bicyclist and teen driver programs in FY 2017. This included responsibility for the four Rule the Road events and one Ford Driving Skills for Life event. **402 FUNDS**

## SADD – Teen Traffic Safety

### **Project Number: M6X-2017-07-00-00**

SADD's mission is to provide students with the best prevention tools possible to deal with the issues of underage drinking, drug use, risky and impaired driving, and other destructive decisions. Starting with 80 chapters in 2000, Indiana SADD continues to expand the number of SADD chapters in high schools and currently has 261 chapters in schools across Indiana.

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

SADD worked with a small group of teens throughout the state who made up the Student Leadership Council and helped promote the SADD message. In addition, Indiana SADD continues to partner with many organizations outside of ICJI to promote their message to teens statewide. **405(D) FUNDS**

## Rule the Road (RTR) – Teen Traffic Safety

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

In FY 2017, ICJI continued the RTR teen driving initiative which targets youth ages 15 through 18 and teaches safe driving skills. RTR events are supported by ICJI, Indiana SADD, and local law enforcement. The events provide young drivers hands-on driving experience with the assistance of certified emergency vehicle operators.

State Farm Insurance awarded ICJI a grant of \$8,000 in support of RTR events. There was one RTR in the state in FY 2017 due to a delay in funding. This RTR event was conducted by the Vanderburgh County Traffic Safety Partnership in conjunction with Roberts Park and three other high schools. This event had 53 student participants. Altogether RTR provided hands-on experience and expert instruction to over 50 young drivers. The event received excellent media coverage and student participants' evaluations gave high marks for the event. **State Farm FUNDS**

## Ford Driving Skills for Life – Teen Traffic Safety

### **Project Number: Funding provided by Ford Driving Skills for Life**

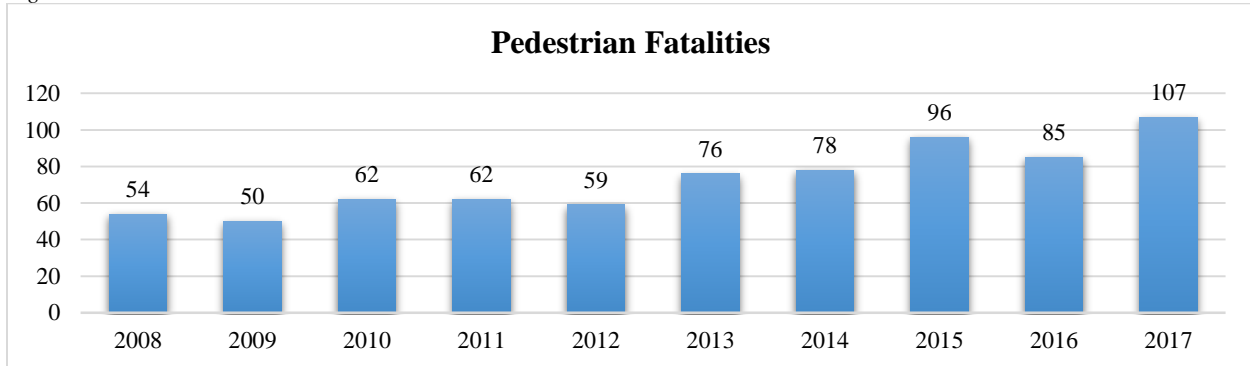
In FY 2017, ICJI was not awarded any funds by Ford Driving Skills for Life. ICJI will apply again in 2018. **Ford FUNDS**

## Driving Simulator

ICJI provides interactive education on the dangers of texting and driving using an all-in-one portable table top driving simulator. The simulator is used at various events across the state. These events include teen driving events, numerous school events, and driver's education classes. The driving simulator was available at 11 events throughout Indiana in FY 2017 and was used by over 350 people.

## Pedestrian/Bicycles

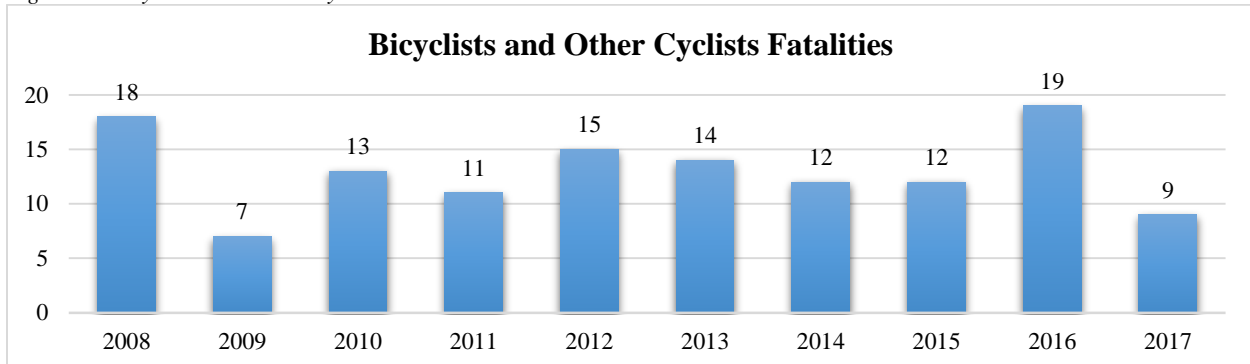
Figure 10: Pedestrian Fatalities 2008-2017



Source: FARS and Indiana State Police crash data  
 Note: 2017 figure is projected

In 2017, there were 107 projected pedestrian fatalities. Therefore, the target of 67 or fewer pedestrian fatalities in 2017 was not met. There were 9 bicyclist and other cyclist fatalities in 2017, which is down from 19 in 2016 and is below the 2017 target of 13 fatalities.

Figure 11: Bicyclists and Other Cyclists Fatalities 2008-2017



Source: FARS and Indiana State Police crash data  
 Note: 2017 figure is projected

### Program Management – Pedestrian and Bicyclists

#### Project Number: PT-2017-01-00-00

In FY 2017, the pedestrian and bicyclists program manager coordinated and oversaw pedestrian and bicyclist safety initiatives. The program manager’s responsibilities included monitoring subgrantee compliance and performance, and promoting education and enforcement of laws regarding pedestrians and bicyclists. The 402 funds paid for the program manager’s salary, benefits, and travel costs to conferences and trainings. **402 FUNDS**

### Pedestrian Fatalities/Bicyclists and Other Cyclists Fatalities

#### Project Number: M1X-2017-02-00-00

In FY 2017, ICJI funded 12 pedestrian and bicycle safety programs, seven of which were law enforcement agencies. These seven law enforcement agencies conducted high visibility patrols throughout their communities educating pedestrians, bicyclists, and motorists on how to properly share the road. In addition to HVE activities, the Hammond Police Department opened a safety

village for children and parents to receive information on traffic laws. ICJI funded the City of Bloomington for a project named Civil Streets. This program looked at data driven analysis throughout the city, educating the public through numerous avenues, and working with the Bloomington Police Department to enforce pedestrian and bicyclist laws. Healthy Communities of Clinton County worked to educate their county and focus on child bicycle safety. IndyCog and Indiana Bicycle Coalition were both funded for their efforts in bicycle safety. Alliance for Health Promotion was funded for their efforts in pedestrian safety. They analyzed crash data from the Indianapolis area finding the most dangerous intersections for pedestrians. With this information, pedestrian safety zones were developed. **405(B) FLEX FUNDS**

### *Police Traffic Services*

Police traffic services focuses on sustained aggressive traffic enforcement using a broad range of countermeasures to reduce fatalities. Overtime enforcement projects conducted by ISP throughout the state support local law enforcement efforts to reduce crashes on Indiana roadways. In 2017, ISP conducted 41 sobriety checkpoints.

#### **Statewide Training**

##### **Project Number: PT-2017-05-00-00**

In FY 2017, TSD conducted six traffic safety updates to inform subgrantees about upcoming grant solicitations and current crash trends. At these meetings, TSD sought input from subgrantees regarding types of training they deem necessary to better implement occupant protection enforcement, drug and alcohol recognition and testing, child passenger safety, and legal traffic stops. Expectations of the subgrantees during the fiscal year were also reiterated. Funding paid for training facilities, travel costs, and training materials. **402 FUNDS**

#### **Indiana State Police**

##### **Project Number: PT-2017-04-00-00 and M6OT-2017-01-00-00**

During FY 2017 ISP worked all four OPO blitz campaigns. During these campaigns, ISP conducted 41 sobriety checkpoints (most multi-jurisdictional). Public information officers from the 14 ISP districts and headquarters used print media, television, radio, social media and live presentations over 1,000 times to reach motorists around the state in an effort to deter impaired and aggressive driving. Overtime enforcement activities included troopers issuing 22,956 citations and 29,157 warnings. Of the citations written, 718 were for impaired driving and 5,055 for seat belt violations. Troopers also made 2,534 criminal arrests, of which 418 were felonies. Throughout FY 2017 ISP conducted sobriety checkpoints and saturation patrols as part of their highway safety grant. ISP also programmed overtime traffic enforcement patrols in areas of the state that had fewer local law enforcement overtime patrols. In FY 2017, ISP averaged over three citations and/or warnings per overtime enforcement hour, and impaired patrols resulted in at least one DUI arrest for every eight hours worked by troopers.

**402 and 405(D) FUNDS**

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

LELs contribute to safe communities traffic safety programs and are geographically located throughout Indiana. They are the avenue through which TSD overtime enforcement programs are brought to law enforcement subgrantees. They monitor program activities and ensure accurate

and timely reporting of all law enforcement subgrantees. They contribute to the TSD decision making process and provide valuable input and feedback regarding TSD's evidenced based traffic safety enforcement plan.

### Law Enforcement Liaison Program (LEL)

#### **Project Number: CP-2017-01-00-00**

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

In FY 2017, each LEL developed their own traffic safety plan for the assigned region. LELs were responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their assigned agencies by coordinating media events during blitz periods as well as distributing media kits to promote traffic safety messaging. In addition, the six LELs, with assistance from CRS, were able to successfully administer the annual observational seat belt survey to 190 survey sites located in 47 counties across the state. **402 FUNDS**

## *Paid Media and Communications*

### Media and Communications Division

The TSD contracts with an advertising/public relations agency to assist in develop and distributing campaign materials. Funding is used to create campaigns that target law enforcement and the public. Media is conducted for all four blitz periods as well as targeting bicycle, pedestrian, motorcycle safety, teenage seat belt usage, impaired driving, dangerous and distracted driving, and child passenger safety. Campaigns also highlight local law enforcement efforts to help develop community support for traffic safety initiatives. Additionally, funding provides for traffic safety planning kits for local communities, athletic events, seasonal activities, special enforcement projects, communications staff, and educational brochures for public distribution.

In FY 2017, through the use of paid media, both traditional (radio spots and billboard), and new digital (banner ads, YouTube spots, app ads), TSD leveraged media partners to further reach targeted audiences, and successfully drove home the intended messages.

For FY 2018, TSD is looking to purchase advertising in larger chunks and further in advance to secure better ad inventory. This will allow TSD to be more data driven by signing long-term contracts with advertising vendors that better reach target demographics, such as motorsports, concerts, motorcycle rallies and/or minor league baseball. In addition, TSD is building up its earned and unpaid media capabilities through relevant and timely news releases, media availabilities and press conferences. **402, 405(d) and 405(f) FUNDS**

## Partnerships and Sponsorships

### *Indianapolis Colts*

Media Focus: Don't Drive Distracted; Buckle Up, It Saves Lives; Drive Sober or Get Pulled Over

With more than 1 million fans who attend, watch, or listen to games, the Indianapolis Colts are among the most popular sports teams in Indiana. ICJI continued its partnership with the Indianapolis Colts for the 2016 and 2017 football seasons but did not expend funds during FY 2017. Execution of the contract for the 2017 season was delayed due to a staff vacancy and will be expended as part of the approved FY 2018 Highway Safety Plan. The Colts partnership creates opportunities to expose fans to multiple messages throughout the season, including booth space at two home games, while expanding through relevant social and broadcast media channels – furthering reach across multiple demographics.

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

Media Focus: Drive Sober or Get Pulled Over; Drive Now. TXT L8R

ICJI continues its partnership with the Indiana Pacers and the Banker's Life Fieldhouse. With more than two million annual visitors, Banker's Life Fieldhouse is one of the busiest public buildings in Indiana. This partnership provides display messaging across the fieldhouse, booth space and appearances during Pacers games and social-media messages.

### *Indiana Business Journal Custom Publications*

Media Focus: Don't Drive Distracted; Buckle Up, it Saves Lives; The Right Seat Matters, Is Your Child in It?

ICJI partnered with IBJ Custom Publications to place ads within publications targeted to desired demographics.

#### **NEXT Magazine**

Each year over 210,000 high school juniors and seniors receive the NEXT publication. The publication has the support of Indiana's 520 public and private high schools. The articles about scholarships, internships, job placement, etc. are relevant and most students read the publication. IBJ also offers an online version of the magazine for digital enhancement and reach. The ads emphasize the importance of teen safety and not driving distracted.

#### **GRAD Magazine**

Each year 80,000 college juniors and seniors receive the GRAD publication. The publication has the full support of every public and private college president in the state. Similarly, articles about scholarships, internships, job placement, etc. are relevant and therefore invite readership. The IBJ again offers an online version of the magazine for digital enhancement and reach. The ads emphasize the importance of not driving distracted, while ensuring seat belt safety.

#### **Career Ready Magazine**

Each year 75,000 adult students in Indiana receive the Career Ready publication. The publication is focused towards non-traditional students attending mostly community colleges. The articles about vocational education, financial aid, job search and career info are extremely relevant. IBJ also offers an online version of the magazine for digital enhancement and reach. The ads emphasize the importance of child passenger safety and seat belt usage.

## Paid and Earned Media Campaigns

### *Safe Family Travel / Blitz 88 / November 2016*

Media Focus: Buckle Up, It Saves Lives; The Right Seat Matters, Is Your Child in It?; Drive Sober or Get Pulled Over

ICJI's provided boilerplate media releases and speaking points for the local Traffic Safety Partnerships. TSPs added local information to make their announcement more relevant and likely to be picked up by local reporters. In the major media markets such as South Bend, Fort Wayne, Terre Haute, Indianapolis, Evansville and Louisville, TSPs engaged their local, regional, and state partners at press conferences. Indiana has a strong network of traffic safety partnerships, which just as in years past were able to gain media recognition.

Through the use of paid media – streaming and terrestrial radio, digital roadside billboards, and web and app display ads – ICJI leveraged partners to further reach the targeted audience, and successfully drove home the intended message.

### *Winter Holiday Travel & New Year's Celebration / December 2016 & January 2017*

Media Focus: Buckle Up, It Saves Lives; The Right Seat Matters, Is Your Child in It?; Don't Drive Distracted; Drive Sober or Get Pulled Over; Buzzed Driving is Drunk Driving

Through customized media releases and participation in events, ICJI grew awareness toward the targeted audience. Additionally, through the use of paid media – streaming and terrestrial radio, digital roadside billboards, and web and app display ads – ICJI leveraged partners to further reach the targeted audience, and successfully drove home the intended message.

### *Super Bowl Celebration / February 2017*

Media Focus: Drive Sober or Get Pulled Over; Buzzed Driving is Drunk Driving

Through customized media releases and participation in events, ICJI grew awareness toward the targeted audience. Additionally, through the use of paid media – streaming and terrestrial radio, digital roadside billboards, and web and app display ads – ICJI leveraged partners to further reach the targeted audience, and successfully drove home the intended message.

### *Distracted Driving Awareness Month / April 2017*

Due to a staff vacancy, ICJI did not expend any funds for paid media in April 2017 for Distracted Driving Awareness Month.



*Drive Now. TXT L8R. Social Media Contest / April 2017*

Due to a staff vacancy, ICJI did not expend any funds in FY 2017 for the “Drive Now. TXT L8R.” social-media contest.

*Motorcycle Safety Awareness / May 2017*

Media Focus: Get Legal. Get Licensed; Ride Sober or Get Pulled Over; Be Aware, Motorcycles are Everywhere

Due to a staff vacancy, ICJI did not expend any funds for paid media in May 2017 for Motorcycle Safety Awareness Month beyond its partnership.

The Miracle Ride for Riley Hospital. Miracle Ride is one of the largest motorcycle fundraising events in the state. ICJI was a title sponsor in the three day event which reaches more than 7,000 riders statewide.

Indiana statistics show that unlicensed motorcycle riders are substantially overrepresented in crashes, injuries, and deaths. Our messages are: “Get Legal. Get Licensed,” “Ride Sober or Get Pulled Over,” and “Be Aware, Motorcycles are Everywhere.” Visibility for our sponsorship included:

- Ads in Hoosier Motorcyclist Magazine for four months. (84,000 circulation).
- One-time use of a mailing list of every Miracle Ride participant (approximately 7,000 names).
- “Get Legal. Get Licensed, “Ride Sober or Get Pulled Over,” and “Be Aware, Motorcycles are Everywhere.” logo on all participant T shirts.
- “Get Legal. Get Licensed, “Ride Sober or Get Pulled Over,” and “Be Aware, Motorcycles are Everywhere.” banners and materials distributed at the poker run events that start at approximately seven locations throughout the state. These runs are held on the day before the Miracle Ride and lead to Indianapolis for the big event on Sunday.
- Prominent mentions by presenters during the awards ceremony at the completion of the ride.

*Click It or Ticket / Blitz 90 / May 2017*

Media Focus: Click It or Ticket; Buckle Up, It Saves Lives

Due to a staff vacancy, ICJI did not expend any funds for paid media as part of the Click It or Ticket blitz.

The ICJI supplied law-enforcement agencies and traffic-safety partnerships with boilerplate news releases and speaking points for customization and use when interacting with local news media. This interaction included press conferences and other media availabilities in major broadcast markets. Local reporters write longer and better stories about the dangers of drinking and driving when they receive the information from trusted, local law-enforcement agencies.

### *July Fourth / July 2017*

Media Focus: Drive Sober or Get Pulled Over; Buzzed Driving is Drunk Driving; Ride Sober or Get Pulled Over (Motorcycles)

The ICJI supplied law-enforcement agencies and traffic-safety partnerships with more detailed, boilerplate news releases and speaking points for customization and use when interacting with local news media. This interaction included press conferences and other media availabilities in major broadcast markets. Providing more detail in the news release allows different story angles to pitch or for news media to cover.

To supplement use of earned media by law-enforcement agencies, ICJI purchased just under \$100,000 in statewide paid advertising targeting young men and women, including Hispanic populations, and times when impaired driving is higher. NHTSA Traffic Safety Marketing materials were used and repurposed for streaming and terrestrial radio, digital roadside billboards, and web and app display ads.

ICJI staffed impaired-driving exhibits inside the Howard County Sheriff's Department tent at their county fair near Kokomo.

In addition, law-enforcement agencies are increasingly and more effectively communicating within their jurisdictions through social media. Starting with the July Fourth campaign, ICJI linked OPO agencies to social-media resources on the TrafficSafetyMarketing.gov website.

### *Drive Sober or Get Pulled Over / Blitz 91 / August 2017*

Media Focus: Drive Sober or Get Pulled Over; Ride Sober or Get Pulled Over (Motorcycles)

The ICJI supplied law-enforcement agencies and traffic-safety partnerships with detailed, boilerplate news releases and speaking points for customization and use when interacting with local news media. This interaction included press conferences and other media availabilities in Evansville and other major broadcast markets.

To supplement use of earned media by law-enforcement agencies, ICJI purchased just under \$200,000 in statewide paid advertising targeting young men, Hispanic populations and motorcyclists in participating enforcement jurisdictions and during times when impaired driving is higher. NHTSA Traffic Safety Marketing materials were used and repurposed for streaming and terrestrial radio, digital roadside billboards, and web and app display ads.

In addition, ICJI linked OPO agencies to social-media resources on the TrafficSafetyMarketing.gov website.

### *Child Passenger Safety Week / September 2017*

Media Focus: Child Car Seat Selection, Direction, Location, Installation and Harnessing; Kids Buckle Up Ages 8-14

ICJI and the Indiana State Department of Health (ISDH) partnered with the ASP and its certified child passenger safety (CPS) technicians to hold 33 child seat safety clinics including two "Booster

Bashes” across Indiana in conjunction with CPS Week. ICJI provided technicians with a detailed boilerplate news release to use in attracting parents and caregivers to National Seat Check Saturday events.

Key ICJI staff kicked off CPS Week with a booth at the well-attended Carmel Public Safety Day on Sept. 15. Participants asked great questions about choosing the right car seats, and ICJI plans to participate in the event again during FY 2018.

To supplement use of earned media by Indiana’s technicians, ICJI purchased just under \$100,000 in paid advertising targeting key demographics and areas with a high crash history. NHTSA Traffic Safety Marketing materials were used and repurposed for streaming and terrestrial radio, digital roadside billboards, and web and app display ads. An email about selecting the right car seat was sent to email subscribers for Indy’s Child magazine.

**Financial Information**

Figure 12: FY 2017 Highway Safety Program Cost Summary

Indiana Program Cost Summary FY2017 Programs	2017 Budget	406 Primary Seat Belt	402 General	405D Impaired Driving	405B Child Pass/Seat Belts	405F Motorcycle	405C Traffic Records	164 Alcohol Penalty Funds	1906	Total Federal Funds	State Hard Match	Total Federal & State
<b>Planning and Administrative (P&amp;A)</b>												
Planning & Administration-Federal	400,000		400,000							400,000		400,000
Planning & Administration-State	400,000									0	400,000	400,000
Sub-total P&A	800,000	0	400,000	0	0	0	0	0		400,000	400,000	800,000
<b>Section II: Occupancy Protection</b>												
Program Management	75,000		75,000							75,000		75,000
Automotive Safety Program	767,000				767,000*					767,000		767,000
Seat Belt Enforcement (OPO)/Peds/Bikes	2,817,000		2,817,000							2,817,000		2,817,000
Pedestrian/Bicycle	150,000				150,000**					150,000		150,000
Rural Demonstration Project (RDP)	80,000				80,000					80,000		80,000
SADD	150,000		150,000							150,000		150,000
Child Restraint Electronic Check-up Form (IN3)	19,632.50		19,632.50							19,632.50		19,632.50
Operation Kids: Next Generation	15,000		15,000							15,000		15,000
Media / Communications Division	700,000		700,000							700,000		700,000
Sub-total Occ Protection	4,773,632.50	0	3,776,632.50	0	997,000	0	0	0		4,773,632.50	0.00	4,773,632.50
<b>Section III: Alcohol</b>												
Program Management	75,000			75,000						75,000		75,000
Enforcement (DUI Task Force)	1,700,000			1,700,000						1,700,000		1,700,000
Motorcycle HVE	65,000			65,000						65,000		65,000
Ignition Interlock Pilot	37,000			37,000						37,000		37,000
Law Enforcement Training Board (SFST/DRE)	285,000			285,000						285,000		285,000
DRE Tablet Data Entry and Management	175,000			175,000						175,000		175,000
Traffic Safety Resource Prosecutor	185,000			185,000						185,000		185,000
Preliminary Breath Test (PBT) Equipment	800,000			800,000						800,000		800,000
Excise Police	220,000							220,000		220,000		220,000
Media / Communications Division	955,000			905,000		50,000				955,000		955,000
Sub-total Alcohol	4,497,000	0	0	4,227,000	0	50,000	0	220,000		4,497,000	0	4,497,000
<b>Section IV: PTS</b>												
Program Management	75,000		75,000							75,000		75,000
Statewide Training	7,000		7,000							7,000		7,000
OPO Success Awards	95,000		95,000							95,000		95,000
Indiana State Police	1,166,000	0	566,000	600,000						1,166,000		1,166,000
Sub-total PTS	1,343,000	0	743,000	600,000	0	0	0	0		1,343,000	0	1,343,000
<b>Section V: Community TS</b>												
LEL Program	495,000		495,000							495,000		495,000
Sub-total Community TS	495,000	0	495,000	0	0	0	0	0		495,000	0	495,000
<b>Section VI: Traffic Records/ Research</b>												
Program Management	75,000						75,000			75,000		75,000
PPI	350,000		350,000							350,000		350,000
Purdue University/ CRS	115,000						115,000			115,000		115,000
Supreme Court	340,000						340,000			340,000		340,000
DHS	105,000						105,000			105,000		105,000
ISDH	170,252						170,252			170,252		170,252
Racial Profiling Grant	350,557							350,557		350,557		350,557
BMV	2,000						2,000			2,000		2,000
Dept of Toxicology Backlog Reduction	400,000						400,000			400,000		400,000
ISP Crash Reconstruction Software	65,000						65,000			65,000		65,000
Sub-total Traffic Records	1,972,809	0	350,000	0	0	0	1,272,252	0	350,557	1,972,809	0	1,972,809
<b>Section VII: Motorcycles</b>												
Media / Public Awareness Campaign	195,000					195,000				195,000		195,000
Sub-total Motorcycles	195,000	0	0	0	0	195,000	0	0		195,000	0	195,000
<b>Section VIII: Dangerous Roadways</b>												
Summer Impaired Driving Enforcement Project	500,000			500,000						500,000		500,000
Sub-total Dangerous Roadways	500,000			500,000						500,000	0	500,000
<b>Total 2017 Budget Expenditures</b>	<b>14,576,441.50</b>		<b>5,764,633</b>	<b>5,327,000</b>	<b>997,000</b>	<b>245,000</b>	<b>1,272,252</b>	<b>220,000</b>	<b>350,557</b>	<b>14,176,441.50</b>	<b>400,000</b>	<b>14,576,441.50</b>

\* \$35,000 405B flex

\*\* all is 405B flex

Indiana has requested a close out extension for the FY 2017 Traffic Safety Grant. The following is Indiana's most recently posted voucher. When the FY 2017 Traffic Safety Grant is closed, Indiana will submit an amendment to this Annual Report that will include the final voucher.

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Federal Reimbursement Voucher**

State: Indiana

Page: 1

**2017-VOU-12**

Report Date: 12/27/2017

Reimbursement Info: Total: \$1,177,568.91

Posted: 09/19/2017

Claim Period: 05/01/2017 - 08/22/2017

Posted in DELPHI: 09/20/2017

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-01-00-00	Planning & Administration	\$90,771.13	\$ .00	\$90,771.13	\$90,771.13	\$90,771.13	\$ .00
	<b>Planning and Administration Total</b>		<b>\$90,771.13</b>	<b>\$ .00</b>	<b>\$90,771.13</b>	<b>\$90,771.13</b>	<b>\$90,771.13</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2017-01-00-00	Program Management	\$37,939.51	\$ .00	\$ .00	\$ .00	\$ .00	\$ .00
	OP-2017-02-00-00	Seat Belt Enforcement- OPO	\$947,735.03	\$ .00	\$947,735.03	\$947,735.03	\$778,406.60	\$169,328.43
	OP-2017-03-00-00	Operation Kids - Next Generation: M1X-20	\$12,036.38	\$ .00	\$2,975.00	\$2,975.00	\$2,975.00	\$ .00
	<b>Occupant Protection Total</b>		<b>\$997,710.92</b>	<b>\$ .00</b>	<b>\$950,710.03</b>	<b>\$950,710.03</b>	<b>\$781,381.60</b>	<b>\$169,328.43</b>
<b>Police Traffic Services</b>								
	PT-2017-05-00-00	Statewide Training : PT-2017-05-00-00	\$4,628.20	\$ .00	\$128.68	\$128.68	\$ .00	\$128.68
	<b>Police Traffic Services Total</b>		<b>\$4,628.20</b>	<b>\$ .00</b>	<b>\$128.68</b>	<b>\$128.68</b>	<b>\$ .00</b>	<b>\$128.68</b>
<b>Community Traffic Safety Project</b>								
	CP-2017-01-00-00	Law Enforcement Liaisons(LEL):	\$370,000.00	\$ .00	\$369,639.05	\$369,639.05	\$205,355.09	\$164,283.96
	<b>Community Traffic Safety Project Total</b>		<b>\$370,000.00</b>	<b>\$ .00</b>	<b>\$369,639.05</b>	<b>\$369,639.05</b>	<b>\$205,355.09</b>	<b>\$164,283.96</b>
<b>Paid Advertising</b>								
	PM-2017-09-13-17	MEDIA	\$100,000.00	\$ .00	\$42,084.26	\$42,084.26	\$ .00	\$42,084.26
	<b>Paid Advertising Total</b>		<b>\$100,000.00</b>	<b>\$ .00</b>	<b>\$42,084.26</b>	<b>\$42,084.26</b>	<b>\$ .00</b>	<b>\$42,084.26</b>
<b>Traffic Records</b>								
	TS-2017-28-00-00	IN3	\$25,000.00	\$ .00	\$19,632.50	\$19,632.50	\$14,352.50	\$5,280.00
	<b>Traffic Records Total</b>		<b>\$25,000.00</b>	<b>\$ .00</b>	<b>\$19,632.50</b>	<b>\$19,632.50</b>	<b>\$14,352.50</b>	<b>\$5,280.00</b>
<b>Teen Safety Program</b>								
	TSP-2017-07-00-00	SAAD - Teen Traffic Safety : M6X-2017-07	\$150,000.00	\$ .00	\$84,846.41	\$84,846.41	\$56,725.71	\$28,120.70

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>Teen Safety Program Total</b>			<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$84,846.41</b>	<b>\$84,846.41</b>	<b>\$56,725.71</b>	<b>\$28,120.70</b>
<b>NHTSA 402 Total</b>			<b>\$1,738,110.25</b>	<b>\$0.00</b>	<b>\$1,557,812.06</b>	<b>\$1,557,812.06</b>	<b>\$1,148,586.03</b>	<b>\$409,226.03</b>
<b>164 Transfer Funds</b>								
<b>164 Alcohol</b>								
	164AL-2017-00-00-01	Alcohol and Tobacco Commission (ATC-0023)	\$220,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	164AL-2017-01-00-00	Deleted Account - Impaired Driving Enfor	\$1,670,435.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	164AL-2017-02-00-00	Indiana State Excise Police	\$220,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>164 Alcohol Total</b>			<b>\$2,110,435.06</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>164 Transfer Funds Total</b>			<b>\$2,110,435.06</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>MAP 21 405b OP High</b>								
<b>405b OP High</b>								
	M1X-2017-01-00-00	Automotive Safety Program: M1X-2017-01-0	\$105,694.05	\$0.00	\$105,694.05	\$105,694.05	\$105,694.05	\$0.00
	M1X-2017-03-00-00	Rural Demonstration Project: M1X-2017-03	\$19,000.00	\$0.00	\$18,545.21	\$18,545.21	\$18,545.21	\$0.00
<b>405b OP High Total</b>			<b>\$124,694.05</b>	<b>\$0.00</b>	<b>\$124,239.26</b>	<b>\$124,239.26</b>	<b>\$124,239.26</b>	<b>\$0.00</b>
<b>405b High Pedestrian/Bicycle Safety</b>								
	M1*PS-2017-01-01-01	Ped Bike (\$35,000 portion of Automotive	\$35,000.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00	\$0.00
	M1*PS-2017-03-03-03	405B Flex - Pedestrian/Bicycle	\$150,000.00	\$0.00	\$26,578.76	\$26,578.76	\$26,578.76	\$0.00
<b>405b High Pedestrian/Bicycle Safety Total</b>			<b>\$185,000.00</b>	<b>\$0.00</b>	<b>\$61,578.76</b>	<b>\$61,578.76</b>	<b>\$61,578.76</b>	<b>\$0.00</b>
<b>MAP 21 405b OP High Total</b>			<b>\$309,694.05</b>	<b>\$0.00</b>	<b>\$185,818.02</b>	<b>\$185,818.02</b>	<b>\$185,818.02</b>	<b>\$0.00</b>
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2017-01-00-00	Program Management/Traffic Coordinator:	\$75,676.00	\$0.00	\$676.00	\$676.00	\$676.00	\$0.00
	M3DA-2017-02-00-00	Purdue Univ/Center for Road Safety: M3DA	\$115,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-03-00-00	Indiana Supreme Court (ECWS): M#DA-2017-	\$340,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M3DA-2017-04-00-00	IN Dept of Homeland Security/EMS Data: M	\$105,201.57	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-05-00-00	IN Dept of Health-Trauma Database: M3DA-	\$171,194.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-07-00-00	Dept of Toxicology Backlog Reduction: M	\$400,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-08-00-00	Indiana State Police Crash Recons Softwa	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-09-12-17	HOLDING - Carryforward-Not assigned to a	\$586,119.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>405c Data Program Total</b>			<b>\$1,893,191.49</b>	<b>\$0.00</b>	<b>\$676.00</b>	<b>\$676.00</b>	<b>\$676.00</b>	<b>\$0.00</b>
<b>MAP 21 405c Data Program Total</b>			<b>\$1,893,191.49</b>	<b>\$0.00</b>	<b>\$676.00</b>	<b>\$676.00</b>	<b>\$676.00</b>	<b>\$0.00</b>
<b>MAP 21 405d Impaired Driving Low</b>								
<b>405d Low Other Based on Problem ID</b>								
	M6OT-2017-01-00-00	Indiana State Police: M6OT-2017-01-00-00	\$600,000.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6OT-2017-03-00-00	Summer Impaired Driving Enforcement Proj	\$590,427.95	\$0.00	\$55,782.79	\$55,782.79	\$55,782.79	\$0.00
<b>405d Low Other Based on Problem ID Total</b>			<b>\$1,190,428.15</b>	<b>\$0.00</b>	<b>\$55,782.79</b>	<b>\$55,782.79</b>	<b>\$55,782.79</b>	<b>\$0.00</b>
<b>405d Impaired Driving Low</b>								
	M6X-2017-00-00-00	STATEAG	\$2,500.00	\$0.00	\$260.00	\$260.00	\$260.00	\$0.00
	M6X-2017-01-00-00	Program Management: M6X-2017-01-00-00	\$75,000.00	\$0.00	\$17,243.16	\$17,243.16	\$17,243.16	\$0.00
	M6X-2017-03-00-00	Ignition Interlock: AL-2017-03-00-00	\$37,000.00	\$0.00	\$24,000.00	\$24,000.00	\$24,000.00	\$0.00
	M6X-2017-04-00-00	Standard Field Sobriety Test: M6X-2017-0	\$200,000.00	\$0.00	\$73,583.82	\$73,583.82	\$73,583.82	\$0.00
	M6X-2017-06-00-00	Underage Drinking/Teen Traffic Safety/Ex	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-20-17-08	DUI_TFC (DUI TaskForce)	\$1,500,000.00	\$0.00	\$970,878.42	\$970,878.42	\$970,878.42	\$0.00
	M6X-2017-20-17-09	DRE_TAB	\$225,000.00	\$0.00	\$70,348.00	\$70,348.00	\$70,348.00	\$0.00
	M6X-2017-20-17-10	Media	\$900,000.00	\$0.00	\$279,153.26	\$279,153.26	\$279,153.26	\$0.00
	M6X-2017-20-17-12	MTCYHVE (Motorcycle HVE)	\$65,000.00	\$0.00	\$9,450.23	\$9,450.23	\$9,450.23	\$0.00
<b>405d Impaired Driving Low Total</b>			<b>\$3,204,500.00</b>	<b>\$0.00</b>	<b>\$1,444,916.89</b>	<b>\$1,444,916.89</b>	<b>\$1,444,916.89</b>	<b>\$0.00</b>
<b>MAP 21 405d Impaired Driving Low Total</b>			<b>\$4,394,928.15</b>	<b>\$0.00</b>	<b>\$1,500,699.68</b>	<b>\$1,500,699.68</b>	<b>\$1,500,699.68</b>	<b>\$0.00</b>

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcycle Programs</b>								
	M9X-2017-00-00-00	Motorcycle Programs	\$48,995.22	\$0.00	\$48,995.22	\$48,995.22	\$48,995.22	\$0.00
	<b>405f Motorcycle Programs Total</b>		<b>\$48,995.22</b>	<b>\$0.00</b>	<b>\$48,995.22</b>	<b>\$48,995.22</b>	<b>\$48,995.22</b>	<b>\$0.00</b>
	<b>MAP 21 405f Motorcycle Programs Total</b>		<b>\$48,995.22</b>	<b>\$0.00</b>	<b>\$48,995.22</b>	<b>\$48,995.22</b>	<b>\$48,995.22</b>	<b>\$0.00</b>
<b>FAST Act NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-01-00-00	Planning and Administration	\$400,000.00	\$0.00	\$103,335.51	\$103,335.51	\$103,335.51	\$0.00
	<b>Planning and Administration Total</b>		<b>\$400,000.00</b>	<b>\$0.00</b>	<b>\$103,335.51</b>	<b>\$103,335.51</b>	<b>\$103,335.51</b>	<b>\$0.00</b>
<b>Occupant Protection</b>								
	OP-2017-00-00-01	ANGOLA CLERK-TREASURER	\$8,912.09	\$8,912.09	\$8,912.09	\$8,912.09	\$8,912.09	\$0.00
	OP-2017-00-00-02	Brownsburg Clerk treasurer	\$22,587.47	\$9,044.00	\$22,587.47	\$22,587.47	\$22,587.47	\$0.00
	OP-2017-00-00-03	BARTHOLOMEW COUNTY	\$5,263.07	\$2,641.79	\$5,263.07	\$5,263.07	\$5,263.07	\$0.00
	OP-2017-00-00-04	BATESVILLE CLERK -TREASURER	\$8,312.67	\$4,110.19	\$8,312.67	\$8,312.67	\$8,312.67	\$0.00
	OP-2017-00-00-05	BENTON COUNTY	\$1,336.96	\$665.68	\$1,336.96	\$1,336.96	\$1,336.96	\$0.00
	OP-2017-00-00-06	BLOOMINGTON CITY CONTROLLER	\$16,210.56	\$1,113.64	\$16,210.56	\$16,210.56	\$16,210.56	\$0.00
	OP-2017-00-00-07	BLUFFTON CLERK-TREASURER	\$2,280.75	\$1,290.15	\$2,280.75	\$2,280.75	\$2,280.75	\$0.00
	OP-2017-00-00-08	BOONE COUNTY	\$13,413.98	\$13,413.98	\$13,413.98	\$13,413.98	\$13,413.98	\$0.00
	OP-2017-00-00-09	BOURBON CLERK - TREASURER	\$1,436.82	\$736.28	\$1,436.82	\$1,436.82	\$1,436.82	\$0.00
	OP-2017-00-00-10	CASS COUNTY	\$6,472.85	\$1,615.14	\$6,472.85	\$6,472.85	\$6,472.85	\$0.00
	OP-2017-00-00-11	CHESTERTON CLERK-TREASURER	\$20,625.04	\$0.00	\$20,625.04	\$20,625.04	\$20,625.04	\$0.00
	OP-2017-00-00-12	CITY OF FT WAYNE	\$57,367.23	\$29,787.32	\$57,367.23	\$57,367.23	\$57,367.23	\$0.00
	OP-2017-00-00-13	CITY OF HOBART	\$74,833.12	\$28,110.06	\$74,833.12	\$74,833.12	\$74,833.12	\$0.00
	OP-2017-00-00-14	CITY OF LAFAYETTE	\$31,063.49	\$0.00	\$31,063.49	\$31,063.49	\$31,063.49	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	OP-2017-00-00-15	CITY OF LAWRENCEBURG	\$2,278.62	\$803.47	\$2,278.62	\$2,278.62	\$2,278.62	\$0.00
	OP-2017-00-00-16	CLAY COUNTY	\$2,048.74	\$1,134.90	\$2,048.74	\$2,048.74	\$2,048.74	\$0.00
	OP-2017-00-00-17	CLINTON CLERK-TREASURER	\$1,194.90	\$1,194.90	\$1,194.90	\$1,194.90	\$1,194.90	\$0.00
	OP-2017-00-00-18	connersville clerk-treasurer	\$2,215.06	\$2,215.06	\$2,215.06	\$2,215.06	\$2,215.06	\$0.00
	OP-2017-00-00-19	CULVER CLERK-TREASURER	\$86.63	\$86.63	\$86.63	\$86.63	\$86.63	\$0.00
	OP-2017-00-00-20	DARREN JOHNSON	\$150.00	\$0.00	\$150.00	\$150.00	\$150.00	\$0.00
	OP-2017-00-00-21	DAVIES COUNTY	\$1,988.42	\$1,988.42	\$1,988.42	\$1,988.42	\$1,988.42	\$0.00
	OP-2017-00-00-22	DECATUR CLERK-TREASURER	\$2,355.42	\$2,355.42	\$2,355.42	\$2,355.42	\$2,355.42	\$0.00
	OP-2017-00-00-24	DUBOIS COUNTY	\$649.72	\$649.72	\$649.72	\$649.72	\$649.72	\$0.00
	OP-2017-00-00-25	ELKHART COUNTY	\$15,047.51	\$15,047.51	\$15,047.51	\$15,047.51	\$15,047.51	\$0.00
	OP-2017-00-00-26	FLOYD COUNTY	\$2,466.71	\$2,466.41	\$2,466.71	\$2,466.71	\$2,466.71	\$0.00
	OP-2017-00-00-27	FRANKFORT CLERK - TREASURER	\$1,241.82	\$1,241.82	\$1,241.82	\$1,241.82	\$1,241.82	\$0.00
	OP-2017-00-00-28	FULTON COUNTY	\$474.70	\$474.70	\$474.70	\$474.70	\$474.70	\$0.00
	OP-2017-00-00-29	GARY CITY CONTROLLER	\$9,739.26	\$9,739.26	\$9,739.26	\$9,739.26	\$9,739.26	\$0.00
	OP-2017-00-00-30	GRANT COUNTY	\$10,091.82	\$10,091.82	\$10,091.82	\$10,091.82	\$10,091.82	\$0.00
	OP-2017-00-00-31	HAMILTON CTY TREASURER	\$26,920.55	\$26,920.55	\$26,920.55	\$26,920.55	\$26,920.55	\$0.00
	OP-2017-00-00-32	HAMMOND CITY CONTROLLER	\$18,234.00	\$18,234.00	\$18,234.00	\$18,234.00	\$18,234.00	\$0.00
	OP-2017-01-00-00	Program Management	\$75,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OP-2017-02-00-00	Operation Pull Over	\$1,896,185.10	\$0.00	\$554,923.34	\$554,923.34	\$0.00	\$554,923.34
	<b>Occupant Protection Total</b>		<b>\$2,338,485.08</b>	<b>\$196,084.91</b>	<b>\$922,223.32</b>	<b>\$922,223.32</b>	<b>\$367,299.98</b>	<b>\$554,923.34</b>
<b>Police Traffic Services</b>								
	PT-2017-00-00-00	Indiana State Police	\$566,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	PT-2017-05-00-00	Statewide Training	\$7,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	PT-2017-06-00-00	Program Success Awards	\$95,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
<b>Police Traffic Services Total</b>			<b>\$668,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Traffic Records</b>								
	TR-2017-01-00-00	Indiana University-PPL	\$350,000.00	\$0.00	\$213,419.54	\$213,419.54	\$0.00	\$213,419.54
<b>Traffic Records Total</b>			<b>\$350,000.00</b>	<b>\$0.00</b>	<b>\$213,419.54</b>	<b>\$213,419.54</b>	<b>\$0.00</b>	<b>\$213,419.54</b>
<b>Community Traffic Safety Project</b>								
	CP-2017-00-00-01	BRETT REICHART	\$41,071.02	\$0.00	\$41,071.02	\$41,071.02	\$41,071.02	\$0.00
	CP-2017-01-00-00	Law Enforcement Liasons	\$495,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Community Traffic Safety Project Total</b>			<b>\$536,071.02</b>	<b>\$0.00</b>	<b>\$41,071.02</b>	<b>\$41,071.02</b>	<b>\$41,071.02</b>	<b>\$0.00</b>
<b>Paid Advertising</b>								
	PM-2017-00-00-00	Communications	\$700,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	PM-2017-00-00-01	ASHER AGENCY	\$162,260.78	\$0.00	\$162,260.78	\$162,260.78	\$162,260.78	\$0.00
<b>Paid Advertising Total</b>			<b>\$862,260.78</b>	<b>\$0.00</b>	<b>\$162,260.78</b>	<b>\$162,260.78</b>	<b>\$162,260.78</b>	<b>\$0.00</b>
<b>Teen Safety Program</b>								
	TSP-2017-00-00-00	SADD - Teen Traffic Safety	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Teen Safety Program Total</b>			<b>\$150,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act NHTSA 402 Total</b>			<b>\$5,304,816.88</b>	<b>\$196,084.91</b>	<b>\$1,442,310.17</b>	<b>\$1,442,310.17</b>	<b>\$673,967.29</b>	<b>\$768,342.88</b>
<b>FAST Act 1906 Prohibit Racial Profiling</b>								
<b>1906 Collecting and Maintaining Data</b>								
	F1906CMD-2017-00-00-01	1906 Prohibit Racial Profiling	\$375,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>1906 Collecting and Maintaining Data Total</b>			<b>\$375,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 1906 Prohibit Racial Profiling Total</b>			<b>\$375,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405b OP High</b>								
<b>405b OP High</b>								
	M1X-2017-01-00-00	Children Under 15, Unrestrained (ASP)	\$531,423.01	\$0.00	\$351,454.86	\$351,454.86	\$351,454.86	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M1X-2017-02-00-00	Pedestrian and Cyclist Fatalities	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M1X-2017-03-00-00	Rural Demonstration Project	\$80,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>405b OP High Total</b>			<b>\$761,423.01</b>	<b>\$0.00</b>	<b>\$351,454.86</b>	<b>\$351,454.86</b>	<b>\$351,454.86</b>	<b>\$0.00</b>
<b>FAST Act 405b OP High Total</b>			<b>\$761,423.01</b>	<b>\$0.00</b>	<b>\$351,454.86</b>	<b>\$351,454.86</b>	<b>\$351,454.86</b>	<b>\$0.00</b>
<b>FAST Act 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2017-01-00-00	Program Mgmt/Traffic Records Coordinator	\$75,000.00	\$0.00	\$34,457.31	\$34,457.31	\$34,457.31	\$0.00
	M3DA-2017-02-00-00	Purdue University- Center for Road Safet	\$115,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-03-00-00	Supreme Court - eCWS	\$366,823.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-04-00-00	Dept of Homeland Security - EMS Data	\$104,999.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-05-00-00	Department of Health - Trauma Database	\$170,252.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M3DA-2017-06-00-00	BMV - Data Sharing	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>405c Data Program Total</b>			<b>\$834,075.02</b>	<b>\$0.00</b>	<b>\$34,457.31</b>	<b>\$34,457.31</b>	<b>\$34,457.31</b>	<b>\$0.00</b>
<b>FAST Act 405c Data Program Total</b>			<b>\$834,075.02</b>	<b>\$0.00</b>	<b>\$34,457.31</b>	<b>\$34,457.31</b>	<b>\$34,457.31</b>	<b>\$0.00</b>
<b>FAST Act 405d Impaired Driving Low</b>								
<b>405d Low Other Based on Problem ID</b>								
	M6OT-2017-01-00-00	Indiana State Police - Under Map 21	\$600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6OT-2017-03-00-00	Under Map 21 - Summer Impaired Driving E	\$499,822.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>405d Low Other Based on Problem ID Total</b>			<b>\$1,099,822.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>405d Impaired Driving Low</b>								
	M6X-2017-00-00-00	Under Map 21 - Motorcycle HVE (May to Au	\$65,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-01	Angola Clerk-Treasurer	\$5,230.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-61	Andrew Dougan	\$178.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-63	Bryan Noble	\$832.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	M6X-2017-00-00-64	Chase Bank USA	\$206.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-65	Enterprise Leasing Company of Indianapolis	\$230.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-66	Holiday Inn Express	\$890.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-68	Lafayette City Controller	\$8,463.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-70	Mayport Lodging Inc	\$6,497.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-71	Michael Hollandsworth	\$520.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-72	Michael Lepper	\$465.66	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-74	Staples Contract and Commercial	\$677.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-00-00-75	Wex Bank	\$22.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-01-00-00	Program Management	\$74,075.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-03-00-00	Ignition Interlock	\$37,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-04-00-00	SFST/DRE Program	\$185,353.02	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-06-00-00	Underage Drinking - Excise Police	\$220,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M6X-2017-09-00-01	Enforcement (DUI Task Force)	\$242,411.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>405d Impaired Driving Low Total</b>		<b>\$848,053.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>405d Low Court Support</b>							
	FDLCS-2017-00-00-00	Traffic Safety Resource Prosecutor	\$185,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>405d Low Court Support Total</b>		<b>\$185,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>405d Low Paid/Earned Media</b>							
	FDLPEM-2017-00-00-00	Media/Communications Division	\$852,621.96	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>405d Low Paid/Earned Media Total</b>		<b>\$852,621.96</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>FAST Act 405d Impaired Driving Low Total</b>		<b>\$2,985,496.96</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>FAST Act 405e Special Distracted Driving</b>							
	<b>405e Distracted Driving</b>							
	FESX-2017-00-00-00	Special Distracted Driving	\$278,510.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Program Area	Project	Description	HCS Federal Funds Obligated	Share to Local Benefit	State/Federal Cost to Date	Federal Funds Expended	Fed Previous Amount Claimed	Fed Funds Claimed this Period
	<b>405e Distracted Driving Total</b>		<b>\$278,510.38</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>FAST Act 405e Special Distracted Driving Total</b>		<b>\$278,510.38</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>FAST Act 405f Motorcycle Programs</b>							
	<b>405f Motorcycle Programs</b>							
	M9X-2017-00-00-00	Communications	\$39,618.82	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	M9X-2017-01-00-00	Media/Public Awareness Campaign	\$52,076.68	\$0.00	\$1,004.78	\$1,004.78	\$1,004.78	\$0.00
	<b>405f Motorcycle Programs Total</b>		<b>\$91,695.50</b>	<b>\$0.00</b>	<b>\$1,004.78</b>	<b>\$1,004.78</b>	<b>\$1,004.78</b>	<b>\$0.00</b>
	<b>FAST Act 405f Motorcycle Programs Total</b>		<b>\$91,695.50</b>	<b>\$0.00</b>	<b>\$1,004.78</b>	<b>\$1,004.78</b>	<b>\$1,004.78</b>	<b>\$0.00</b>
	<b>NHTSA Total</b>		<b>\$21,126,371.97</b>	<b>\$196,084.91</b>	<b>\$5,123,228.10</b>	<b>\$5,123,228.10</b>	<b>\$3,945,659.19</b>	<b>\$1,177,568.91</b>
	<b>Total</b>		<b>\$21,126,371.97</b>	<b>\$196,084.91</b>	<b>\$5,123,228.10</b>	<b>\$5,123,228.10</b>	<b>\$3,945,659.19</b>	<b>\$1,177,568.91</b>

I CERTIFY, that in accordance with the laws of the state and under the terms of (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT the approved program(s) area that actual costs claimed have been incurred OR OTHER APPROPRIATE REVIEW) and have not previously been presented for payment.

State Official: