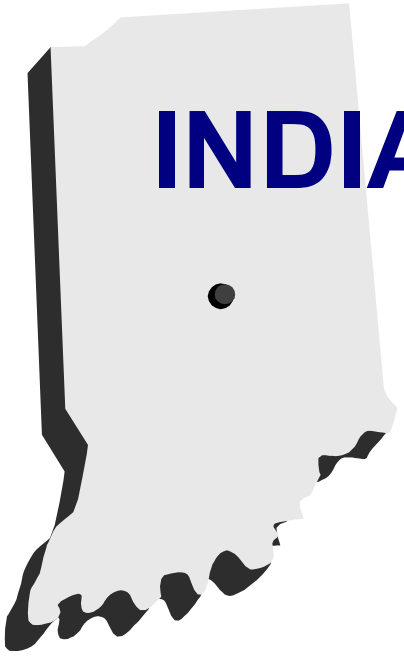
INDIANA

2005



Highway Safety

Annual Report

Crash Summary

Indiana's fatality rate of 1.27 per 100 million vehicle miles traveled remains below the national rate of 1.44 in 2004.

During 2004, 947 people lost their lives in fatal crashes on Indiana's roadways. Essentially, every 9.3 hours last year, someone in Indiana was killed in a motor vehicle crash. The number of motor vehicle fatalities in Indiana represents an increase of 13.7 percent from a year ago, but is still 1.4 percent lower than ten years ago. Despite the recent increases in Indiana's total number of fatalities, the state's fatality rate of 1.27 per 100 million vehicle miles traveled (MVMT) continues to be lower than the national rate of 1.44 fatalities per MVMT.

Fatal alcohol-related crashes and the resultant fatalities have followed a similar pattern. In 1998, Indiana recorded 405 fatalities as a result of alcohol involvement. In 2004, Indiana had 299 fatalities that were alcohol-related—a 14.6 percent increase from the 261 posted in 2003. Nonetheless, Indiana remains below the national rate of 39.2 percent of all fatalities being alcohol-related, with 31.6 percent of Indiana's fatalities being alcohol-related. This represents an improvement of 12.9 percent from 1995.

Alcohol-related fatalities in Indiana decreased by 14.1 percent from 1995.
The percent of alcohol-related fatalities in 2004 was 39.2 percent nationally, compared to 31.6 percent for Indiana.

It should be noted that there are a number of counties where there has been an unusually large decrease in the number of personal injury and property damage crashes reported as compared to 2000 and earlier years. It is highly likely that the decrease in the number of personal injuries for the state between 2000 and 2004 is not a true decrease but the result of under-reporting.

For personal injury and property damage crashes, the 2003 and 2004 data has yet to be fully validated, but the most recent counts available indicate that the number of personal injury crashes for 2004 was 40,462, and resulted in a total of 64,466 sustained injuries. Likewise, current estimates indicate that there were 133,972 property damage only crashes for 2004, accounting for 76.4 percent of the 175,285 total public roadway crashes statewide. With the adoption of a new crash report form and the introduction of a high speed data entry/scanning process, Indiana experienced a loss of a portion of its 2001 and 2002 crash database. The data presented for those years are displayed "as-is" with obvious holes in all non-fatal crash statistics. Therefore, they are more meant as placeholders in the report as actual comparisons and analyses cannot be conducted using those values.

Future annual reports will no longer capture self-reported crashes and will only report those crashes that are submitted on the state crash form. In making this conversion, and since the self-reported crashes are estimated to have represented approximately 15 percent of the total crashes that occur in Indiana, some comparisons (for example percent of crashes that result in a fatality) will also have to be restated.

In 2004, Indiana's safety belt usage rates achieved an all-time high rate of 84.3 percent for all vehicles. However, in 2005, the statewide usage rate declined slightly to 81.2 percent for all vehicles.

Increases in restraint use were observed every year from 1999 through 2004, one year after passage of the primary law requiring safety belt usage in 1998. In June 2005, Indiana's safety belt usage was 81.2 percent of occupants in all vehicles (a slight decrease from 2004), and 88.4 percent of occupants in passenger cars. Unfortunately, Indiana's passage of the primary safety belt law did not include pickup trucks (and any vehicle eligible to display a pickup truck plate, such as sport utility vehicles, minivans, large vans, station wagons, etc.), and even though usage rates across all vehicle types are improving, pickup truck occupants continue to display the lowest usage rates of safety belts at 56.0 percent in the 2005 study—32.4 percentage points lower than passenger cars.

In summary, the number of fatal crashes and fatalities increased substantially between 2003 and 2004. These increases were fairly well distributed over all typical fatality indicators from alcohol involvement to pedestrian and pedalcyclists. However, particularly noteworthy, was the increase in motorcycle fatalities (this includes motorcycles and mopeds). Motorcycle, pedestrian, pedalcyclist, and increased alcohol fatalities accounted for nearly 75 percent of the increase in fatalities between 2003 and 2004. The question, especially with regard to the number of fatalities involving pedalcyclists and pedestrians, is whether or not the increases were the result of random variation, or a pattern for the future?

Fatal Crash/Fatality Data

Data Derived from FARS Database

Baseline Data 1995-1999 | **Progress Report Data 2000-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Fatal Crashes - Indiana	860	872	846	884	892	793	825	714	753	857	-0.3%	13.8%
Fatalities (Actual)	960	984	935	982	1,020	886	909	792	833	947	-1.4%	13.7%
Fatality Exponential Regression Curve (Weighted) - Indiana	990	971	957	942	928	914	900	887	873	860	-13.1%	-1.5%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Fatality Rate/ 100 MVMT - Indiana	1.52	1.49	1.33	1.39	1.43	1.23	1.23	1.06	1.12	1.27	-16.2%	13.4%
Fatality Rate/100 MVMT Exponential Regression Curve-Indiana	1.53	1.45	1.41	1.36	1.32	1.27	1.23	1.19	1.15	1.11	-27.5%	-3.2%
Fatality Rate/ 100 MVMT - National	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44	-15.6%	-1.4%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Fatality Rate/ 100K Population - Indiana	16.58	16.86	15.92	16.62	17.16	14.57	14.84	12.86	13.44	15.18	-8.4%	12.9%
Fatality Rate/ 100K Population - National	15.91	15.86	15.69	15.36	15.30	14.86	14.80	14.94	14.75	14.52	-8.7%	-1.6%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Pedestrian Fatalities - Indiana	78	76	72	71	68	54	56	53	62	73	-6.4%	17.7%
Pedalcyclist Fatalities - Indiana	14	6	13	14	14	11	12	9	7	13	-7.1%	85.7%
Motorcyclist Fatalities* - Indiana	65	62	48	69	67	73	75	88	81	108	66.2%	33.3%

Alcohol-Related Fatality Data

Data Derived from FARS Database (Alcohol Fatality Data based upon Imputation Model)

Baseline Data 1995-1999 | **Progress Report Data 2000-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Alcohol-Related Fatalities	348	350	331	405	384	303	320	262	261	299	-14.1%	14.6%
Alcohol-Related Fatalities Exponential Regression Curve-Indiana	366	356	345	335	326	316	307	299	290	281	-23.2%	-3.1%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Percentage of Alcohol-Related Fatalities - Indiana	36.3%	35.6%	35.4%	41.2%	37.6%	34.2%	35.2%	33.1%	31.3%	31.6%	-12.9%	0.8%
Percentage of Alcohol-Related Fatalities Exponential Regression Curve-Indiana	36.6%	36.2%	36.3%	35.7%	35.1%	34.6%	34.1%	33.6%	33.0%	32.3%	-11.7%	-2.1%
Percentage of Alcohol-Related Fatalities - National	42.4%	42.2%	39.8%	40.2%	39.7%	41.4%	41.2%	40.7%	39.9%	39.2%	-7.7%	-1.9%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Alcohol-Related Fatality Rate/ 100 MVMT - Indiana	0.55	0.53	0.47	0.57	0.54	0.42	0.43	0.35	0.35	0.40	-27.0%	14.3%
Alcohol-Related Fatality Rate/ 100 MVMT Exponential Regression Curve-Indiana	0.57	0.54	0.51	0.48	0.46	0.43	0.41	0.39	0.37	0.35	-38.9%	-5.3%
Alcohol-Related Fatality Rate/ 100 MVMT - National	0.73	0.71	0.65	0.63	0.62	0.63	0.63	0.62	0.59	0.57	-21.9%	-3.4%

Licensed Drivers, Registered Vehicles, 100 MVMT

Data Derived from BMV, INDOT, FHWA

Baseline Data 1995-1999 | **Progress Report Data 2000-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Number of Licensed Drivers (000) - Indiana	3,881.4	3,902.5	3,923.4	3,976.1	3,876.9	3,954.4	4,006.0	4,221.0	4,424.0	4,521.3	16.5%	2.2%
Number of Registered Vehicles (000) - Indiana	5,209.8	5,347.7	5,343.6	5,454.7	5,372.9	5,740.3	5,764.7	5,889.5	5,911.9	5,857.6	12.4%	-0.9%
100 Million Vehicle Miles Traveled - Indiana	632.9	660.4	704.2	707.0	714.6	723.2	741.0	746.5	743.7	745.4	17.8%	0.2%

Occupant Protection

Data Derived from Annual Roadside Observation of Safety Belt Use in Indiana and NHTSA

Baseline Data 1997-2000 | **Progress Report Data 2001-2005**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	% Change 1997-2005	% Change 2004-2005
Percent of Population Using Safety Belts* - Indiana	*N/A*	*N/A*	51.1%	61.8%	57.3%	62.1%	67.4%	72.2%	82.3%	83.4%	81.2%	58.9%	-2.64%
Percent of Population Using Safety Belts - National	68.0%	68.0%	69.0%	69.0%	67.0%	71.0%	73.0%	75.0%	79.0%	80.0%	82.0%	18.8%	2.50%

**1997 represents the first year for which all passenger vehicle data was collected.*

Indiana Motor Vehicle Crashes, Personal Injury Crashes with Projections, & Economic Losses

Data Derived from Indiana State Police Crash Reports & FARS

Baseline Data 1995-1999 | **Progress Report Data 2000-2004**

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
All Crashes w/self-reported	221,027	221,465	220,009	216,510	217,340	220,883	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
All Crashes w/o self-reported	203,069	185,821	187,212	186,170	186,279	190,939	35,027	93,065	175,035	175,285	*-13.7%*	*0.1%*

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Personal Injuries (w/self-reported)	82,896	77,339	78,262	77,138	72,883	70,678	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Personal Injuries (w/o self-reported)	78,333	73,921	74,643	73,427	69,507	67,439	9,351	33,109	60,300	64,466	-17.7%	6.9%
Personal injuries per 100 MVMT (w/o self-reported)	123.76	111.93	106.00	103.86	97.27	93.26	12.62	44.35	81.08	86.49	-30.1%	6.7%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Fatality & Serious Injury Rate/100 MVMT - Indiana	12.40	11.42	10.54	10.39	10.02	9.45	2.35	5.48	9.58	9.37	-24.4%	-2.2%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Fatal & Serious Injury Rate/ 100K population - Indiana	135.5	129.3	126.4	124.3	120.5	112.4	28.5	66.5	115.0	112.0	-17.4%	-2.6%

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	% Change 1995-2004	% Change 2003-2004
Economic Loss (Billions of Dollars) - Indiana	2.549	2.675	2.654	2.664	2.634	2.496	*N/A*	*N/A*	*N/A*	**3,799*	*N/A*	*N/A*

** - methodolgy in determing economic losses for 2004 was based off projections (because of missing data) versus actual results (for 1995 - 2000).*

Performance Goals and Averages

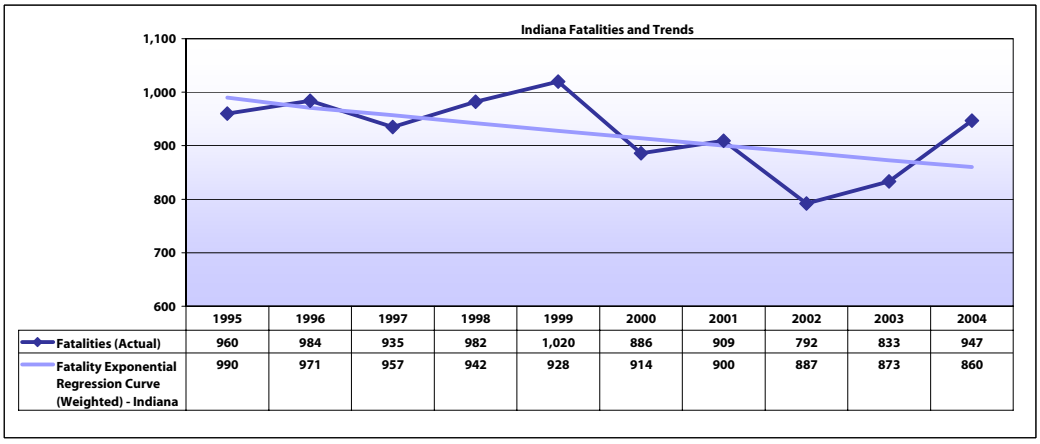
Goal: Fatalities

Reduce the number of fatalities with progress demonstrated on an annual basis.

Baseline Data: From 984 fatalities in 1996 to 947 fatalities in the year 2004. However, 2004 represented an increase of 114 fatalities over 2003 in Indiana, resulting in the highest number of lives lost since 1999.

Goal: Decrease the number of fatalities to 779 fatalities in the year 2005 and 709 fatalities in 2008. (This estimate is based upon the goals for fatalities per 100 MVMT and the projected vehicle miles traveled in 2005 and 2008, respectively). Restated Goal: Given the performance for 2003 and 2004, and the current number of fatal crashes in 2005, a much more realistic goal (but obtainable goal) is to return Indiana to the number of fatalities (792) that occurred in 2002, by the year 2008.

Indiana posted a 13.7 percent increase in the number of motor vehicle fatalities from 2003 to 2004.



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities (Actual)	960	984	935	982	1,020	886	909	792	833	947
Fatality Exponential Regression Curve (Weighted) - Indiana	990	971	957	942	928	914	900	887	873	860

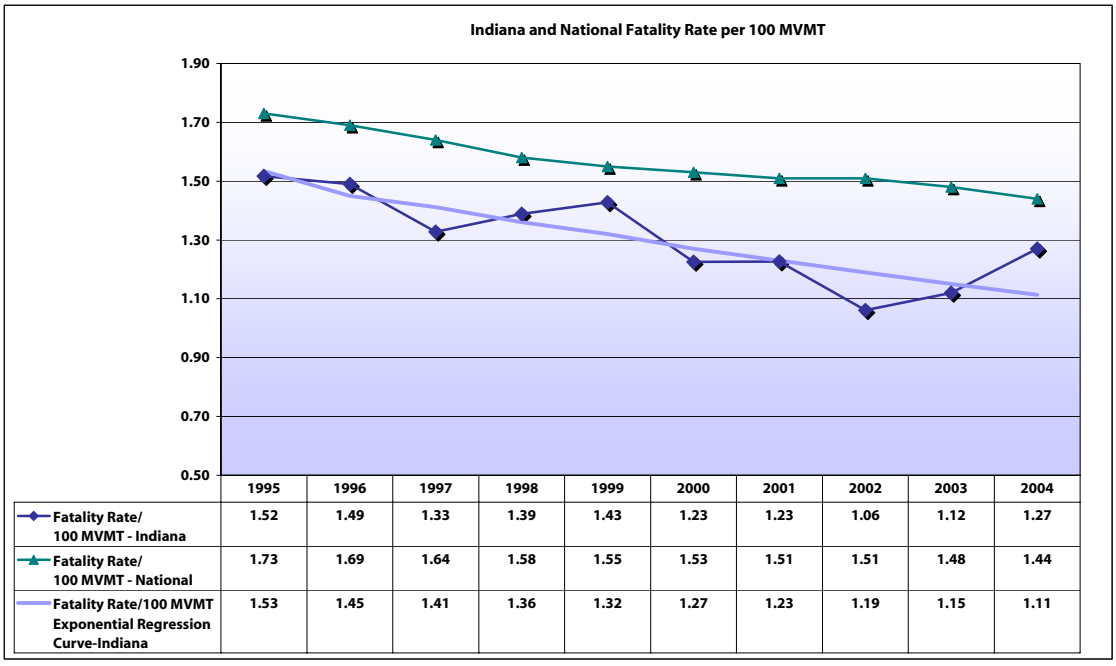
Goal: Fatality Rate per 100 MVMT

Reduce the state fatality rate per 100 MVMT with progress demonstrated on an annual basis.

Baseline Data: From 1.49 in 1996 to 1.27 in the year 2004. Indiana's fatality rate has maintained a gradual decrease since 1994.

Goal: Decrease the state fatality rate to 0.98 in the year 2008 and to 0.92 in 2010. The state has fallen behind pace to achieve its desired goals through 2010. Restated Goal: Given the increase in the number of fatalities in the last two years, coupled with the continuing increase in the annual miles driven, Indiana, by returning to the 2002 level of fatalities by the year 2008, can still achieve a fatalitiy rate that is less than 1.0 fatalities per 100 MVMT.

Indiana's fatality rate per 100 MVMT has increased over the past 2 years and the state currently is not on pace to achieve its goals for 2008 and 2010. Despite that, Indiana's rate remains below the national rate of 1.44.

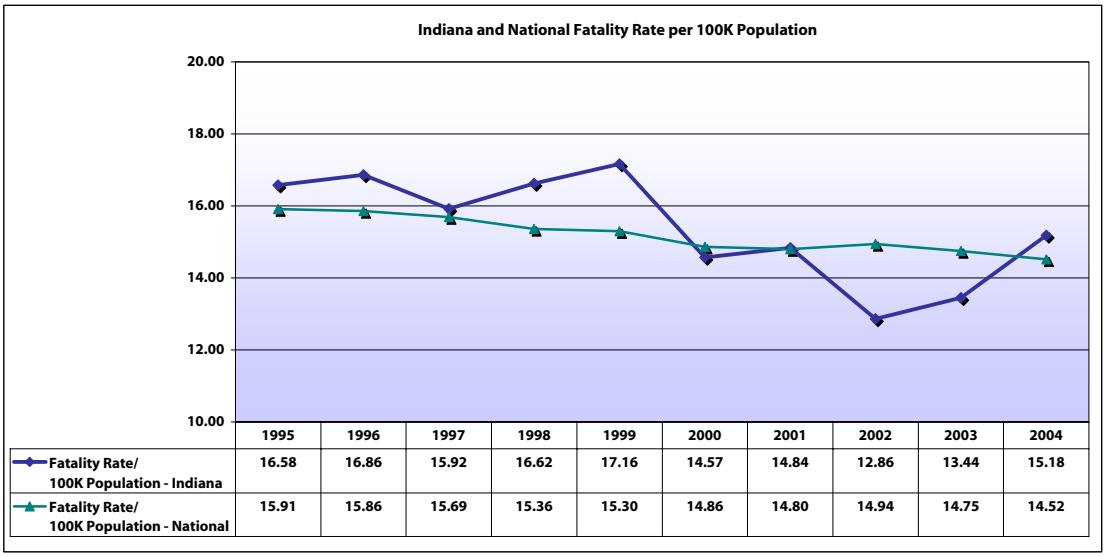


	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatality Rate/ 100 MVMT - Indiana	1.52	1.49	1.33	1.39	1.43	1.23	1.23	1.06	1.12	1.27
Fatality Rate/ 100 MVMT - National	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44
Fatality Rate/100 MVMT Exponential Regression Curve-Indiana	1.53	1.45	1.41	1.36	1.32	1.27	1.23	1.19	1.15	1.11

Goal: Fatality Rate per 100K Population

This goal area tracks very similarly to the fatality rate per 100 MVMT.

Over the past 10 years Indiana has reduced the fatality rate per 100K population by 8.4 percent, which is only slightly better than the national rate of decrease of 8.7 percent.



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatality Rate/ 100K Population - Indiana	16.58	16.86	15.92	16.62	17.16	14.57	14.84	12.86	13.44	15.18
Fatality Rate/ 100K Population - National	15.91	15.86	15.69	15.36	15.30	14.86	14.80	14.94	14.75	14.52

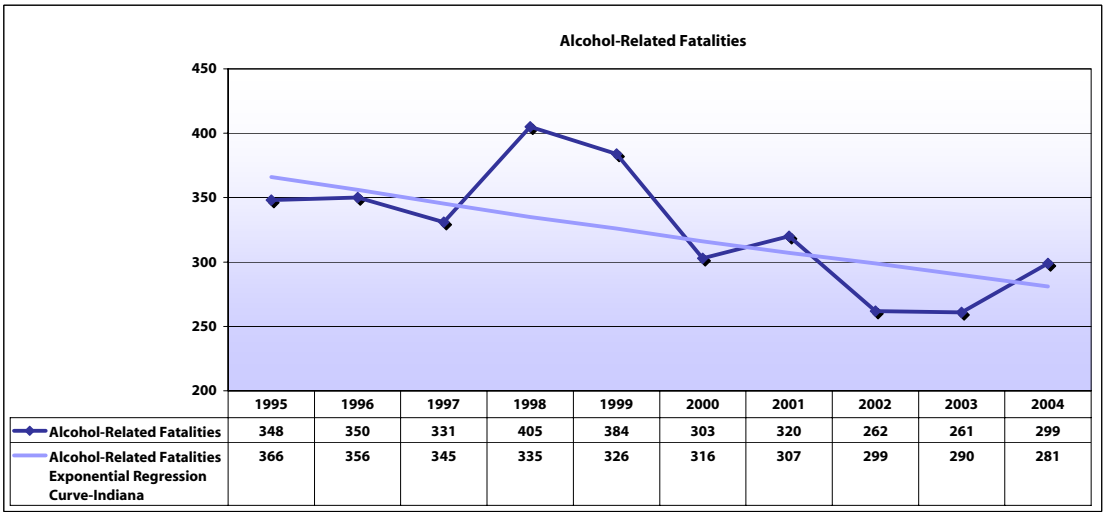
Goal: Alcohol-Related Fatalities

Reduce the number of fatalities that occur as a result of alcohol impairment.

Baseline Data: From 350 alcohol-related crashes in 1996 to 299 alcohol-related crashes in 2004.

Goal: Decrease alcohol-related fatalities to 223 in 2005 to 190 in 2008. (This estimate is based upon the goals for fatalities per 100 MVMT and the projected vehicle miles traveled in 2005 and 2008, respectively). Restated Goal: While the number of alcohol related fatalities has increased over the past two years, an aggressive approach to impaired driving can allow Indiana to achieve an alcohol involvement rate of less than 27 percent by the year 2008.

Although Indiana has experienced a 14.1 percent reduction in alcohol-related fatalities over the last ten years, during the past two years the numbers have increased.



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Alcohol-Related Fatalities	348	350	331	405	384	303	320	262	261	299
Alcohol-Related Fatalities Exponential Regression Curve-Indiana	366	356	345	335	326	316	307	299	290	281

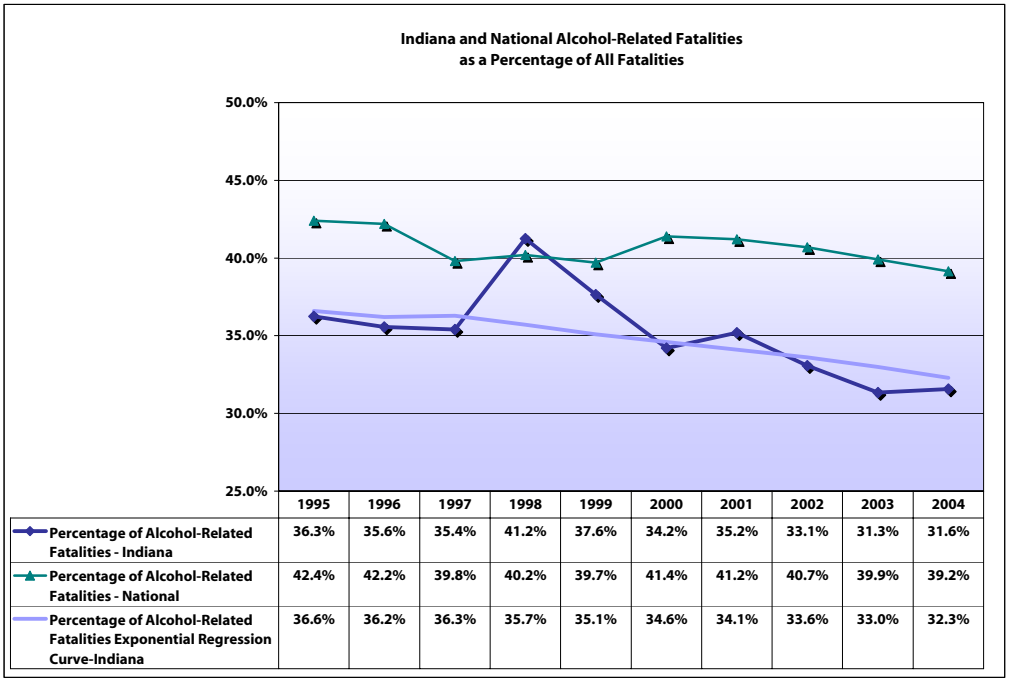
Goal: Alcohol Fatalities as a Percentage of All Fatalities

Reduce the percentage of alcohol-related fatalities to all fatalities, with progress demonstrated on an annual basis.

Baseline Data: From 35.6 percent of all fatalities in 1996 to 31.6 percent of all fatalities in 2004.

Goal: Decrease the percentage of alcohol-related fatalities to 29 percent of all fatalities in 2005, and 27 percent in 2008. (This estimate is based upon the goals for alcohol-related fatalities and all fatalities per 100 MVMT and calculating the percent of those fatalities that would be the result of alcohol).

Since 1999, Indiana has continued its downward trend as well as remaining below the national percentage of alcohol-related fatalities.



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Percentage of Alcohol-Related Fatalities - Indiana	36.3%	35.6%	35.4%	41.2%	37.6%	34.2%	35.2%	33.1%	31.3%	31.6%
Percentage of Alcohol-Related Fatalities - National	42.4%	42.2%	39.8%	40.2%	39.7%	41.4%	41.2%	40.7%	39.9%	39.2%
Percentage of Alcohol-Related Fatalities Exponential Regression Curve-Indiana	36.6%	36.2%	36.3%	35.7%	35.1%	34.6%	34.1%	33.6%	33.0%	32.3%

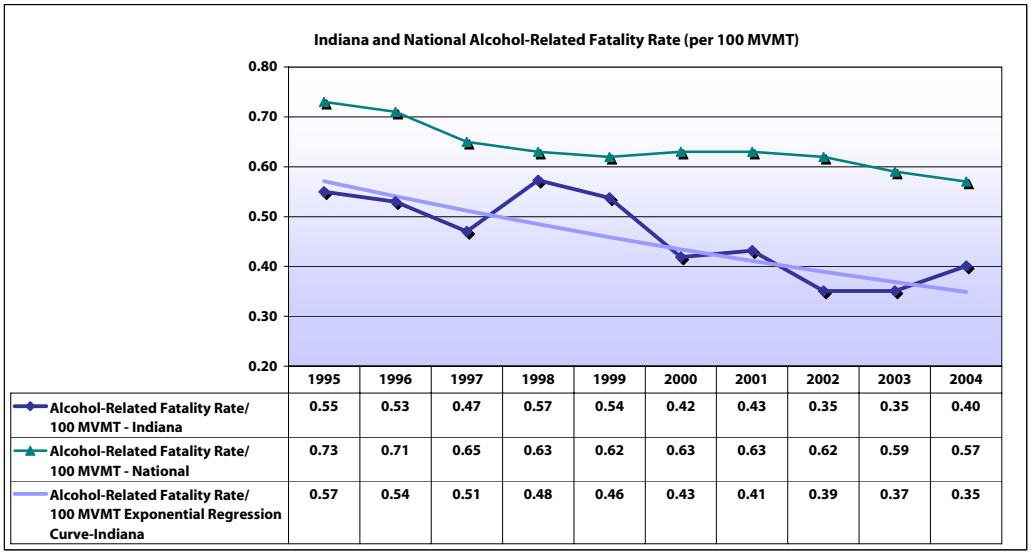
Goal: Alcohol Fatality Rate per 100 MVMT

Reduce the number of alcohol-related fatal crashes per 100 MVMT with progress demonstrated on an annual basis.

Baseline Data: From 0.53 per 100 MVMT in 1996 to 0.39 per 100 MVMT in 2004.

Goal: Decrease the number of alcohol-related fatal crashes to 0.28 per 100 MVMT in 2005 to 0.23 in 2008.

Over the past ten years, Indiana's involvement rate in alcohol-related fatalities as measured by vehicle miles traveled has remained well below the national rate.



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Alcohol-Related Fatality Rate/ 100 MVMT - Indiana	0.55	0.53	0.47	0.57	0.54	0.42	0.43	0.35	0.35	0.40
Alcohol-Related Fatality Rate/ 100 MVMT - National	0.73	0.71	0.65	0.63	0.62	0.63	0.63	0.62	0.59	0.57
Alcohol-Related Fatality Rate/ 100 MVMT Exponential Regression Curve-Indiana	0.57	0.54	0.51	0.48	0.46	0.43	0.41	0.39	0.37	0.35

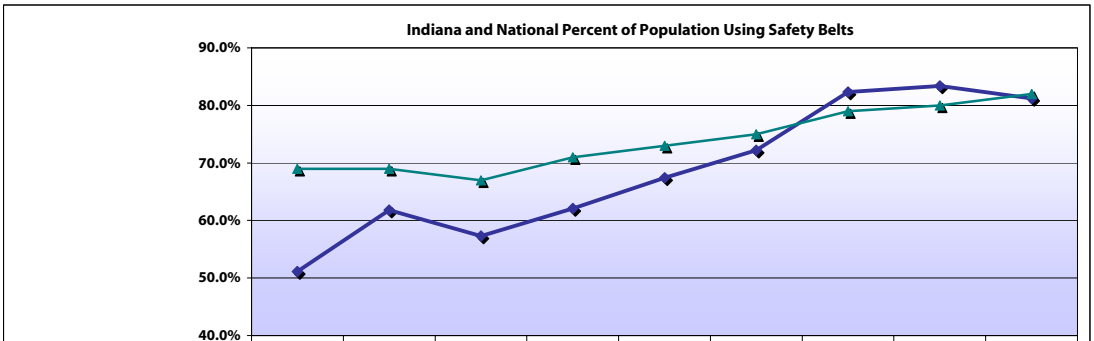
Goal: Safety Belt Use

Increase the observational safety belt usage rate in all passenger vehicles, including pickup trucks, sport utility vehicles and passenger vans.

Baseline Data: The overall safety belt usage rate increased from 61.8 percent (actual) in 1998 to 82.3 percent in 2003 and most recently to 81.2 percent for 2005. (Observational safety belt usage data is collected annually; therefore, more current results can be reported for this objective area).

Goal: Increase the overall seat belt usage rate to 85 percent in 2005, and 88 percent in 2008. Restated Goal: Achieving an 88 percent usage rate by 2008 is highly dependent upon the state expanding the primary safety belt law to include pickup trucks and all vehicles plated as pickup trucks (SUV, vans, station wagons, etc.).

After five years of increasing safety belt usage rates, Indiana declined slightly for 2005 (81.2 percent), but remained higher than the national rate of 82.0 percent.



	1997	1998	1999	2000	2001	2002	2003	2004	2005
Percent of Population Using Safety Belts* - Indiana	51.1%	61.8%	57.3%	62.1%	67.4%	72.2%	82.3%	83.4%	81.2%
Percent of Population Using Safety Belts - National	69.0%	69.0%	67.0%	71.0%	73.0%	75.0%	79.0%	80.0%	82.0%

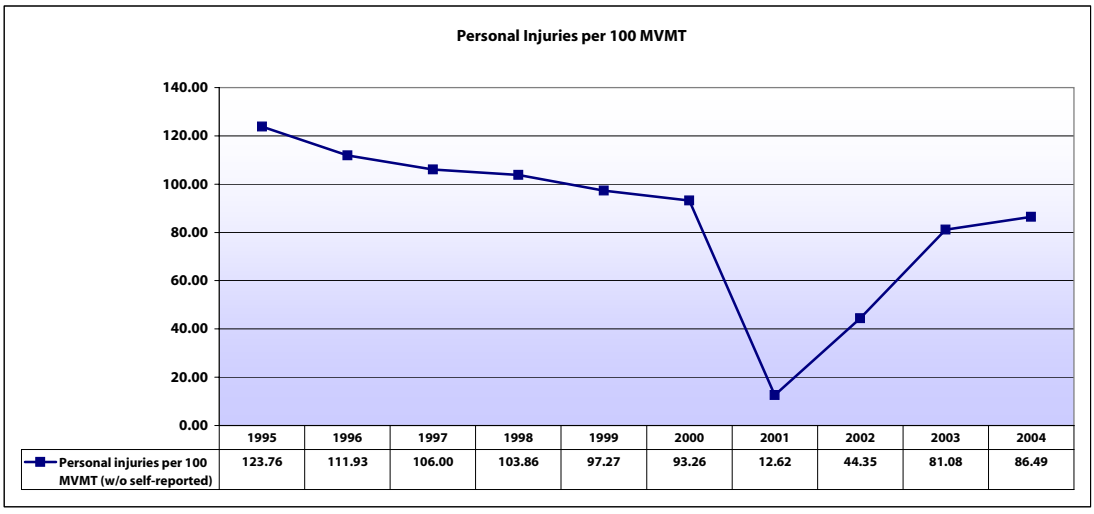
*1997 represents the first year for which all passenger vehicle data was collected.

Goal: Injuries per MVMT

Reduce the state personal injury rate per 100 MVMT with progress demonstrated on an annual basis.

Baseline Data: From 111.93 injuries per 100 MVMT (actual) in 1996 to 84.15 injuries per 100 MVMT (actual) in the year 2004. Note: Due to the amount of missing crash reports from Indiana's crash reporting system (VCRS) for 2001 and 2002, an accurate number of injuries per 100 MVMT cannot be calculated. The numbers for 2001 and 2002 only represent what is available in the database at the present time.

Goal: 86.0 injuries per 100 MVMT in the year 2005 and 78.5 injuries per 100 MVMT in the year 2008. (NOTE: The potential for the number of personal injuries to increase as the number of fatalities decrease has thus been factored into these projected goals.)



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Personal injuries per 100 MVMT (w/o self-reported)	123.76	111.93	106.00	103.86	97.27	93.26	12.62	44.35	81.08	86.49