HSP

INDIANA
HIGHWAY SAFETY PLAN

FY 2022

Indiana Criminal Justice Institute

This is the Indiana Criminal Justice Institute's Highway Safety Plan for FY2022, prepared for the National Highway Traffic Safety Administration.

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FY2022 Indiana Highway Safety Plan

INDIANA CRIMINAL JUSTICE INSTITUTE

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MISSION STATEMENT

Inspiring behavioral improvement to reduce injuries and economic loss on Indiana roadways through education, evaluation, and enhancement of enforcement effectiveness.

EXECUTIVE SUMMARY

Indiana continues to experience preventable losses of life as an effect of decisions from modifiable behavior. In FY20 and FY21 Indiana continued to see an increase a speed related collisions and lack of restraint use as leading circumstances related to crash outcomes. In the upcoming FY22 HSP Indiana will launch a new initiative called VSET: Visible Speed Enforcement Teams, where teams of three or more officers will work specifically on multi-lane, two direction roadways existing in urban areas in an effort to reduce speed related crashes, injuries and fatalities.

FY22 will also bring the enhancement of DDACTS: Data-Driven Approaches to Crime and Safety Data through the expansion of a partnership with the Purdue University Center for Road Safety (CRS). CRS will lead the research and statistical analysis to more readily identify emerging time and location trends to strategically locate resources of media outreach and enforcement to maximize effectiveness. Through program management efforts ICJI will begin working more intently with the Indiana Association of Certified Accident Investigators (IACAI) to improve the quality of crash traffic records in completeness and accuracy. This program management effort will work to develop a plan for expanding the use of Crash Data Recorders (CDR's) in Indiana to more accurately identify and document speed and restraint use as a factor in fatal and serious bodily injury crashes through the use of CDR's to recover data from the Event Data Recorders.

The Indiana Traffic Safety Office is established by the authority of Indiana Code 9-27-2 and housed within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute. The TSD manages behavioral traffic safety funding provided by the National Highway Traffic Safety Administration (NHTSA) and manages this funding through projects with law enforcement agencies and other organizations throughout Indiana. The TSD is responsible for grant management, assisting with media campaigns, and coordinating traffic safety enforcement programs with local and state law enforcement agencies. The TSD, in coordination and consultation with federal, state, and local partners, works to provide leadership, innovation, and program support. The TSD focuses on model programs and promising strategies to allocate program funding based on each initiative's potential for reducing crashes, saving lives, and preventing injuries. Each initiative includes the scope and severity of the problem to be addressed and the effectiveness of proposed countermeasures. The TSD evaluates the potential of each initiative in relation to problem identifications for each year.

The Comprehensive Highway Injury Reduction Program (CHIRP) launched in FY20 as a method to consolidate the quantity of enforcement applications and synergize efforts of evidence-based traffic safety enforcement programs (TSEP), these efforts continued in FY21 and have proven to be a multiplier in the efficiency of grants management and program area diversity for enforcement efforts. CHIRP incorporates efforts to improve occupant restraint use, reduce speeding, enforce impaired driving laws, support pedestrian safety, and collaboration at the local level as a comprehensive strategy method versus fractioned efforts. Local level applicants with collaborative guidance, analyze all causations factors within their community to enhance the diversity of program areas for local communities to resolve the complex and comprehensive problem of highway safety improvement.

HIGHWAY SAFETY PLANNING PROCESS

Analyses of crash records, traffic-related information sources, and the resulting trends, provide data driven problem identification in causation and geographical areas. Using the data sources and partners, program specific details are identified for strategy and project development. Funding priority is directed to programs that have the greatest potential to impact the reduction of traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, attitudinal surveys, data from the various partners, and the analysis of who, what, where, when, and why for each available data point from crash records.

The Office of Traffic Safety (OTS) was created pursuant to Ind. Code § 9-27-2 and located within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute. The office is responsible for the state's traffic safety program including the administration and distribution of federal funds that Congress appropriates annually. The purpose of this office is to develop and conduct effective programs and activities for the facilitation of traffic and for the protection and conservation of life and property on Indiana streets and highways.

The Director of Traffic Safety is the administrative head of the TSD, subject to the authority of the Executive Director of the Indiana Criminal Justice Institute. The Director of Traffic Safety must be a person qualified by training and experience in traffic safety and traffic accident prevention measures. The Director of traffic safety shall develop, plan, and execute the functions and duties prescribed by Indiana Code and is charged by statute with the following responsibilities:

(1) Advise, recommend, and consult with state departments, divisions, boards, commissions, and agencies concerning traffic safety, accident prevention, and traffic facilitation programs and activities and coordinate these programs and activities on an effective statewide basis.

(2) Organize and conduct, in cooperation with state departments and agencies, programs, services, and activities designed to aid political subdivisions in the control of traffic and prevention of traffic accidents.

(3) Develop informational, educational, and promotional material on traffic control and traffic accident prevention, disseminate the material through all possible means of public information, and serve as a clearinghouse for information and publicity on traffic control and accident prevention programs and activities of state departments and agencies. These activities must include materials and information designed to make senior citizens aware of the effect of age on driving ability.

(4) Cooperate with public and private agencies interested in traffic control and traffic accident prevention in the development and conduct of public informational and educational activities designed to promote traffic safety or to support the official traffic safety program of Indiana.

(5) Study and determine the merits of proposals affecting traffic control, traffic safety, or traffic accident prevention activities in Indiana and recommend to the governor and the general assembly the measures that will serve to further control and reduce traffic accidents.

(6) Study proposed revisions and amendments to the motor vehicle laws and all other laws concerning traffic safety and make recommendations relative to those laws to the governor and general assembly.

(7) Develop and conduct a program of effective alcohol and drug countermeasures to protect and conserve life and property on Indiana streets and highways. The TSD as the state's Traffic Safety Office is responsible for administering funding and oversight for the Traffic Safety Resource Prosecutor Program, Drug Recognition Expert and Standardized Field Sobriety Program, Child Passenger Safety Program, Teen Driver Safety Program, Judicial Outreach Program, Traffic Records Coordinating Committee.

The TSD is comprised of five (5) dedicated staff, including the Division Director who coordinates the efforts of support staff. Staffing within the TSD includes three (3) regional program managers, and a statewide services program manager. Each regional program manager also serves as the program lead for one or more program specific area: impaired driving, motorcycle safety, occupant protection, young driver, speeding, traffic records, and child passenger safety. Regional Outreach Coordinators are managed by the TSD including: an Impaired Driving Training Coordinator, a Traffic-Safety Resource Prosecutor (TSRP), a Judicial Outreach Liaison (JOL), six (6) Law Enforcement Liaisons (LELs), and six (6) Child Passenger Safety Specialists (CPSSs) located regionally across Indiana.

ICJI contracts the resources and expertise of the Public Policy Institute (PPI) within the Indiana University-Purdue University Indianapolis School of Public and Environmental Affairs, to assemble and review data for publication and access. The Center for Road Safety (CRS) located at Purdue University conducts the annual seatbelt use survey throughout the State on behalf of the TSD. Starting in FY2022 CRS will begin a statistical analysis and research partnership with TSD. CRS will analyze data and identify emerging trends that can be utilized to enhance enforcement and education effectiveness through the use of DDACTS and other strategies. The TSD staff maintain close collaboration with multiple organizations, Indiana Department of Transportation (INDOT), Purdue University's Center for Road Safety (CRS) and Joint Transportation Research Program (JTRP), Indiana University Public Policy Institute (PPI), and the Traffic Records Coordinating Committee (TRCC) to fulfill its mission of reducing traffic fatalities. Through these partnerships, 20 performance measures in the following priority areas:

- Fatalities
- Incapacitating Injuries
- Impaired Driving
- Occupant Protection
- Young Drivers
- Motorcycle Safety
- Pedestrians
- Children
- Bicyclists
- Speeding

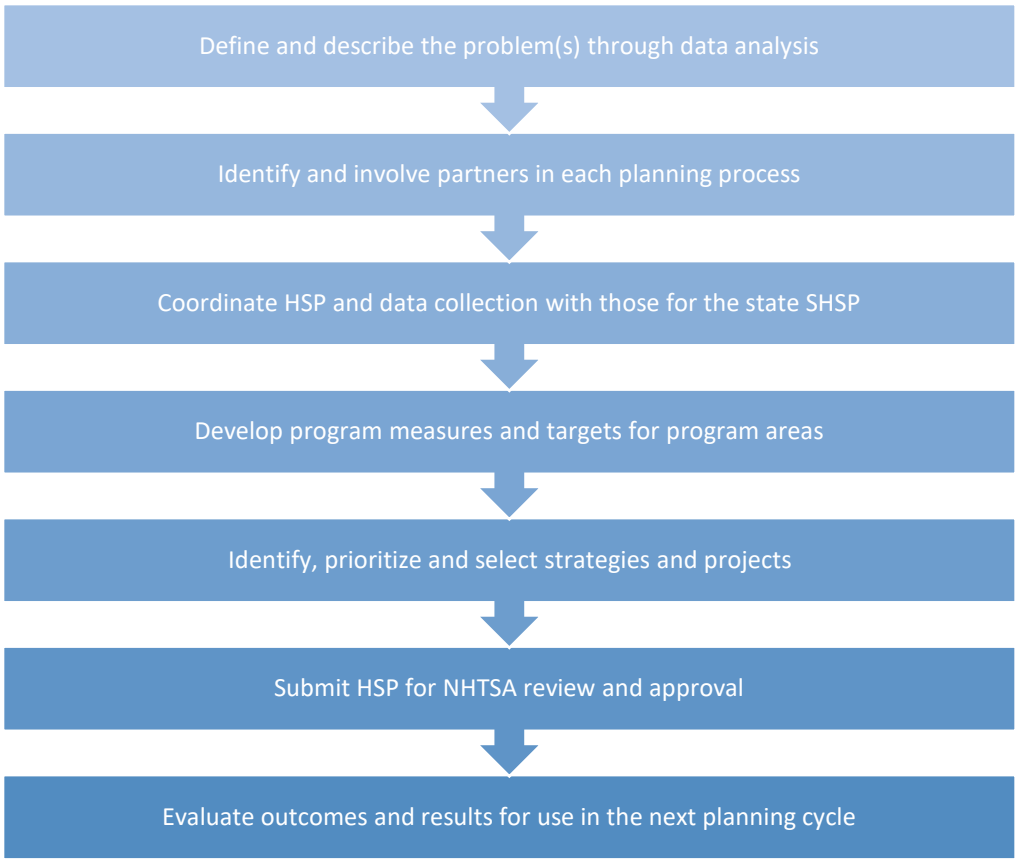
Primary data sources used in problem identification and target identification include the Fatality Analysis Reporting System (FARS), driver and vehicle reports maintained by the Indiana Bureau of Motor Vehicles (BMV), Automated Reporting Information Exchange System (ARIES) as maintained by the Indiana State Police (ISP), and traffic safety fact sheets created from this data by PPI, supplementing with additional queries of collision data using ORACLE Business Intelligence Enterprise Edition (OBIEE) built and maintained by INDOT, and the observed seat belt use study data and analysis provided by CRS. Ongoing monitoring of data from these sources throughout the year by ICJI allows for dynamic and proactive implementation of changes to the HSP to affect crash outcomes. Likewise, data from these sources inform ICJI of their grantees' impact on traffic safety. These various data sources are utilized in the development of the Indiana's HSP.

During the planning process, the TSD coordinates and meets with the Indiana Department of Transportation (INDOT) to discuss, develop, and update performance measures and targets. INDOT staff is responsible for the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The ongoing communication with INDOT staff ensures consistency with the state's highway safety planning processes and use of the extensive efforts of INDOT in identifying geographical roadway locations with high frequency of incidents. INDOT with a primary federal partner of the Federal Highway Administration (FHWA) works to implement additional strategies and projects and problem areas not managed through HSP projects such as construction zone crashes, speeding in construction zones, and commercial motor vehicle crashes and enforcement.

The TSD staff receives the most recent and up-to-date data, reports, and analysis of prior year data on or near the July submission of the annual Highway Safety Plan (HSP). Prior to awarding any grant funds to sub-grantees, a secondary conformational review of current data resources and reports is completed. This review occurs between the submission date of the HSP and the awarding of funds. The culmination of this process is implementation of NHTSA's "Countermeasures That Work" where applicable for traffic safety programs.

The TSD begins the planning process through the completion of the annual report for the prior fiscal year. The HSP documents that the state's highway safety program is data-driven in establishing performance targets and selecting the countermeasure strategies and projects aimed at meeting said targets. Traditionally, this plan must be submitted to NHTSA Region 5 by July 1, with the performance period following the federal fiscal year of October 1 through September 30 annually.

Figure 1: The Highway Safety Planning Process Flowchart



PROBLEM IDENTIFICATION PROCESS

Analyses of crash and traffic activity data sources followed by analysis of presenting patterns begin the problem identification process. Using data sources and collaboration with the partners below, program area specific details provide for problem identification in context to other problem areas, geographical area, day of week and even hour of day to strategize implementation of proven countermeasures to save lives, reduce economic loss, and demonstrate measurable improvement to all performance metrics.

Funding priority is assigned to programs and recipients demonstrating cause to yield the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the partners resources, and the multi-layer analysis of factors impacting collision events, arrest events, and demographical data.

DATA

The following data systems and partners are used in the problem identification process.

- *Automated Reporting Information Exchange System (ARIES)*
  Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Agencies must submit crash reports into ARIES within five days of a crash, allowing ICJI staff to access accurate, up-to-date crash data. The latest edition of ARIES, Version 6, was launched in the spring of 2020 and statewide implementation launched in the summer of 2021 after delays from the COVID pandemic. All agencies will complete the transition to Version 6 prior to January 1, 2022 bringing enhanced collection of data including specificity to drug impaired driving.

- *Indiana University Public Policy Institute (PPI)*
  Indiana University Public Policy Institute (PPI), a partner of ICJI, publishes an annual collection of the state's motor vehicle crash facts and trends. Fact sheet topics include problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive document on strategies for reducing traffic deaths and injuries that contains proven countermeasures for traffic crashes. The data used for these publications are provided by ARIES but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link on the ICJI website.

- *Odyssey Case Management System*
  ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information including gender and race, when properly recorded, can also be obtained. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals, using effectiveness on the reduction of factor events within crashes as the measuring rubric for effectiveness.

» *Purdue Center for Road Safety (CRS)*
The Center for Road Safety (CRS), affiliated with the School of Civil Engineering at Purdue University, conducts research, and develops engineering tools in road safety, including driver and roadway-related characteristics. CRS provides technical assistance, analysis, creates the survey system based on NHTSA requirements, and produces a final report for the annual observed seat belt usage surveys conducted around the state.

» *Purdue University Joint Traffic Research Program (JTRP)*
The Joint Transportation Research Program, affiliated with the School of Civil Engineering at Purdue University, collaborates with stakeholders from government and industry to conduct research that improves the safety, efficiency, and economic impact of the transportation systems. JTRP leads expanding the use of UAS crash mapping technology throughout the State of Indiana through training workshops focusing on system deployment, site preparation, mission planning, flight data acquisition, and flight data download; and development of a common data processing/reduction strategy and delivery of the final products.

» *Fatality Analysis Reporting System (FARS)*
FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries resulting from motor vehicle crashes. Various FARS data reports and querying tools are available at nhtsa.gov/FARS. FARS also annually provides the *Traffic Safety Facts, Indiana* report covering the most recent 5 years of crash data. FARS data is central to many program targets set by ICJI.

» *Operation Pull Over (OPO) Database*
The OPO database is a data repository and reporting tool created by and administered by ICJI. ICJI sub-grantees access the database to report on all programmatic activities from the reimbursable administrative costs to the number of grant funded patrol hours and the resulting number of citations. This database is the source of Indiana's reported citations for seat belts, impaired driving, and speeding as part of the NHTSA core measures.

» *Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers*
OBIEE was built for and is maintained by INDOT, which regularly uses the database to track and monitor performance metrics data. The OBIEE database is like ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format designed to be easily extractable in Excel for additional analysis.

PARTICIPANTS

It is essential that ICJI continues to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows ICJI to take appropriate action to address any identified problems. ICJI continues collaboration with the Traffic Records Coordinating Committee (TRCC), a group of individuals from state and federal agencies dedicated to improving the state's traffic records systems. The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV); Indiana Department of Transportation (INDOT); Indiana State Police (ISP); Federal Highway Administration (FHWA); Indiana State Supreme Court; Indiana State Department of Health (ISDH); Indiana State Coroner's Association; Indiana Office of Technology; Indiana Prosecutor's Association; Riley Hospital for Children; Purdue Center for Road Safety; Indiana University PPI; the Indiana Department of Homeland Security, Indiana Department of Toxicology, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, timeliness, integration, and completeness of statewide traffic-related information.

Lastly, ICJI will enhance its partnership with Purdue University Center for Road Safety (CRS). CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. CRS assists ICJI by improving observational seat belt survey designs and training observers on how to correctly obtain data. Once the surveys are complete, CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class. Quarterly traffic safety meetings are held around the state as a kick-off to the new highway safety plan, the collection of feedback and data from local planning participants as active local voice, and to deliver timely feedback recognition of efforts in the current HSP. This aides TSD in gaining perspective from the field while conducting research, program development, and program implementation.

FY 2022 PARTICIPATING AGENCIES

Adams County Sheriff's Department
Alexandria Police Department
Allen County Sheriff's Department
Anderson Police Department
Angola Police Department
Argos Police Department
Attica Police Department
Auburn Police Department
Aurora Police Department
Avon Police Department
Ball State Police Department
Bartholomew County Sheriff's Department
Batesville Police Department
Battle Ground Police Department
Bedford Police Department
Beech Grove Police Department
Berne Police Department
Blackford County Sheriff's Department
Bloomington Police Department
Boone County Sheriff's Department
Bourbon Police Department
Bremen Police Department (Host Agency)
Bristol Police Department
Brookville Police Department
Brown County Sheriff's Department
Brownsburg Police Department
Burns Harbor Police Department
Butler Police Department
Carmel Police Department
Cass County Sheriff's Department
Cedar Lake Police Department
Charlestown Police Department
Chesterfield Police Department
Chesterton Police Department
Cicero Police Department
City of Clinton Police Department
Clark County Sheriff's Department
Clarksville Police Department
Claypool Police Department
Clinton County Sheriff's Department
Columbia City Police Department
Columbus Police Department
Covington Police Department
Crawfordsville Police Department
Crown Point Police Department
Culver Police Department
Cumberland Metropolitan Police Department
Daleville Police Department
Dana Police Department
Danville Police Department
Dearborn County Sheriff's Department
Decatur County Sheriff's Department
Decatur Police Department
Dekalb County Sheriff's Department
Delaware County Sheriff's Department
Dillsboro Police Department
Dubois County Sheriff's Department

Dyer Police Department
East Chicago Police Department
Edgewood Police Department
Elkhart City Police Department
Elkhart County Sheriff's Department
Ellettsville Police Department
Elwood Police Department
Evansville Police Department
Ferdinand Police Department
Fishers Police Department
Fort Wayne Police Department
Fortville Police Department
Fountain County Sheriff's Department
Frankfort Police Department
Franklin County Sheriff's Department
Franklin Police Department
Fulton County Sheriff's Department
Garrett Police Department
Gary Police Department
Gas City Police Department
Geneva Police Department
Gibson County Sheriff's Department
Goshen City Police Department
Grant County Sheriff's Department
Greendale Police Department
Greenfield Police Department
Greensburg Police Department
Greenwood Police Department
Griffith Police Department
Hamilton County Sheriff's Department
Hammond Police Department
Hancock County Sheriff's Department
Hartford City Police Department
Hebron Police Department (Host Agency)
Hendricks County Sheriff's Department
Henry County Sheriff's Department
Highland Police Department
Hobart Police Department
Howard County Sheriff's Department
Huntingburg Police Department
Huntington County Sheriff's Department
Indiana State Police District 52
Indiana University Police Department
Indiana University Police Department
Indianapolis International Police Department
Indianapolis Metropolitan Police Department
Ingalls Police Department
Jasper Police Department
Jefferson County Sheriff's Department
Jeffersonville Police Department
Johnson County Sheriff's Department
Kendallville Police Department
Knox County Sheriff's Department
Kokomo Police Department
Kosciusko County Sheriff's Department
Lafayette Police Department
Lagrange Police Department
Lake County Sheriff's Department
Lake Station Police Department
Lakeville Police Department
LaPorte City Police Department
LaPorte County Sheriff's Department
Lawrence County Sheriff's Department
Lawrence Police Department
Lawrenceburg Police Department
Lebanon Police Department
Ligonier Police Department
Logansport Police Department
Lowell Police Department
Lynn Police Department
Madison County Sheriff's Department
Marion Police Department
Marshall County Sheriff's Department
Martinsville Police Department
McCordsville Police Department
Mentone Police Department
Merrillville Police Department
Merrillville Police Department
Michigan City Police Department
Milford Police Department
Mishawaka Police Department (Host Agency)
Mitchell Police Department
Monroe County Sheriff's Department
Mooresville Police Department
Morgan County Sheriff's Department
Mount Vernon Police Department
Muncie Police Department
Munster Police Department
Nappanee Police Department
Nashville Police Department
New Albany Police Department
New Carlisle Police Department
New Castle Police Department
New Chicago Police Department
New Haven Police Department
New Palestine Police Department
New Point Police Department
Newburgh Police Department
Noble County Sheriff's Department
Noblesville Police Department
North Vernon Police Department
Ogden Dunes Police Department
Pendleton Police Department
Pierceton Police Department
Pittsboro Police Department
Plainfield Police Department
Plymouth Police Department
Portage Police Department
Porter County Sheriff's Department
Posey County Sheriff's Department
Princeton Police Department
Purdue Police Department
Randolph County Sheriff's Department
Rensselaer Police Department
Richmond Police Department
Rockport Police Department
Rockville Police Department
Russiaville Police Department
Schererville Police Department
Schneider Police Department
Seelyville Police Department
Sellersburg Police Department
Shelby County Sheriff's Department
Shelbyville Police Department
Silver Lake Police Department
South Bend Police Department
Speedway Police Department
St. John Police Department
St. Joseph County Sheriff's Department
St. Paul Police Department
Steuben County Sheriff's Department
Summitville Police Department
Syracuse Police Department
Tell City Police Department
Terre Haute Police Department
Thorntown Police Department
Tippecanoe County Sheriff's Department
Tipton County Sheriff's Department
Trafalgar Police Department
Union City Police Department
Valparaiso Police Department
Vanderburgh County Sheriff's Department
Vermillion County Sheriff's Department
Vigo County Sheriff's Department
Vincennes Police Department
Wabash City Police Department
Wabash County Sheriff's Department
Wakarusa Police Department
Walkerton Police Department
Warren County Sheriff's Department
Warren Police Department
Warsaw Police Department
Wayne County Sheriff's Department
West Lafayette Police Department
West Terre Haute Police Department
Westfield Police Department
Westport Police Department
Whitestown Police Department
Whiting Police Department
Winchester Police Department
Winfield Police Department
Winona Lake Police Department
Woodburn Police Department
Zionsville Police Department

FY 2022 EVIDENCE-BASED TSEP: TRAFFIC SAFETY ENFORCEMENT PLAN

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

Prior to awarding any grant funds in FY 2022 to sub-grantees, a thorough review and assessment is conducted by ICJI of current data resources and reports. This review occurs between the submission date of the FY 2022 HSP and the awarding of funds. ICJI staff receive the most recent and up-to-date data, reports, and analysis during this time.

The Regional LELs play an important role in monitoring of effectiveness of evidence-based enforcement. LELs monitor all TSD enforcement sub-grantees with site visits and continuous monitoring. This includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting of information to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence-based enforcement receive an increased level of monitoring and attention.

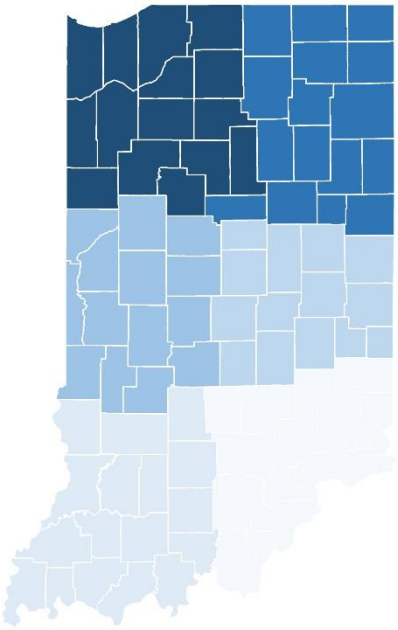
Enforcement efforts are evidence-based, with the objective of preventing traffic crashes, fatalities, and injuries. The enforcement program will be continuously evaluated, implementation of changes and necessary adjustments will be made as attainable. ICJI and LELs will monitor law enforcement agencies' activity reports both monthly and quarterly to determine if adjustments are needed for their plans. When activity reports are received, they will be 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. Continuous follow-up with agencies to address any lack of performance issues or activities will be accomplished through monitoring of agency performance.

PLANNED ACTIVITIES THAT COLLECTIVELY CONSTITUTE AN EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP):

Unique Identifier	Planned Activity Name
164AL-2022-00-00	DUIEP: Driving Under the Influence Extra Patrol
M6X-2022-26-0000	Indiana State Police Impaired Driving Extra Patrol
OP-2022-13-00	Indiana State Police OPS: Occupant Protection Strategies
M1X-2022-11-00	OBU: Operation Belt Up
OP-2022-08-00	CITLI: Click It, to Live It: Slower Speed and Seat Belts Save Lives
PS-2022-09-00-00	S.A.V.E: Stop Arm Violation Enforcement Project
164AL-2022-23-00-00	SIDEP: Summer Impaired Driving Enforcement Project
SE-2022-51-00-00	VSET: Visible Speed Enforcement Teams

STATE DEMOGRAPHICS

Traffic Safety Regions



Indiana consists of 92 counties and has an estimated 2015 population of 6,619,680. Sixty-two percent of the population is between the ages of 18 and 64. Indiana residents are 85.8 percent white, 9.6 percent black, and 6.7 percent identify as Hispanic or Latino. Persons under 5 years old, under 18 years old, and 65 years old and over made-up 6.3 percent, 23.9 percent, and 14.6 percent, respectively, of the population. In 2018, according to the most recent data available, there were over 7.3 million registered vehicles on Indiana roads. Indiana has 12,000 miles of Interstate, U.S., and State Routes, and 66,000 miles of county roadways. In total, Indiana roadways have 97,288 centerline miles and 203,080 lane-miles.

The following resources will be used for Indiana's evidence-based traffic safety enforcement plan.

» *Indiana University's Public Policy Institute (PPI)*
PPI provides ICJI with annual briefs and data analysis on collisions regarding problem identification, alcohol, children, commercial vehicles, work zones, dangerous driving, motorcycles, non-motorists, occupant protection, young drivers, county profiles for all 92 Indiana counties, and a comprehensive strategy for reducing traffic deaths and injuries book of proven countermeasures to traffic crashes. Additionally, ICJI requests county level data specific to program areas to address the need for funding (e.g., counties ranked by lowest rate of restraint use or highest rate of DUI). These documents and data provide category-specific analysis including highlighted age groups, limited time and spatial analysis, and cross tabulations for injury level.

» *Purdue University's Center for Road Safety (CRS)*
CRS provides seat belt survey analysis and, in September 2020, provided a large data set identifying the worst 5 percent of Indiana intersections and road segments from 2017 through 2019. These data sets included injury level data and collision time. Additional analysis is ongoing to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity. CRS provided a detailed study of motorcycle crashes for different combinations of age groups and road classes. The relative county performances for different criteria of motorcycle crashes over the last 5 years was also examined.

» *Odyssey Case Management System*
The Odyssey Case Management system provides ICJI with access to electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one-way ICJI can measure law enforcement activity during grant funded periods. Additionally, these data will be used to determine areas of high risk for traffic violators and enforcement activities to combat them.

» *Operation Pull Over Database*
ICJI's OPO database provides similar, but less detailed information to the Odyssey Case Management system. In addition to using, it for similar analysis, the OPO database may also be used to determine the most effective use and locations of grant funded man-hours.

» *Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers*
ICJI will also employ the OBIEE system from INDOT. This system allows additional querying capabilities of Indiana State Police data and yields large datasets for additional analysis. This system is updated daily with Indiana State Police data.

» *Indiana State Department of Toxicology (ISDT)*
ICJI will partner with the Indiana State Department of Toxicology (ISDT) as a planning partner in alcohol and drug impaired driving. ISDT is the state's toxicological analysis center providing analysis for breath and blood samples for alcohol and selected drugs. Further, not every impaired driving event results in a crash. By evaluating submissions both blood and breath a clearer picture of the impaired driving problem is presented.

Using the previously noted data sources, ICJI will identify the areas of most concern for any specific data metric (e.g., motorcycle fatalities). NHTSA's "Countermeasures That Work" will then be identified based on the specific need of a location or region of the state. Grantees will be instructed on these specific countermeasures and trained to ensure program fidelity at the local level. Program managers will provide a key role in the countermeasure implementation and will be required to monitor and adjust the countermeasure as needed regularly and continuously.

While analysis is constant, these data sources allow ICJI to identify the following: highest demonstrating crash incidents for Indiana counties across multiple measures such as restraint use and impaired driving; the most significant spans of time for collisions based specific variables; and roadways/intersections where the highest quantity of collisions are occurring. This allows the TSD to provide law enforcement with specific plans of action for their program based on county specific data (e.g., days and times, roadways, and maps of collision data).

Data identified provides the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 250 law enforcement agencies, utilizing the most up-to-date data, driving "Countermeasures That Work" programming, and continuous monitoring of programs, ICJI's funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more, ICJI shall receive prior written approval from the Regional Administrator before completing procurement.

DATA ANALYSIS AND TARGET SETTING

As required by federal statute ICJI and INDOT collaborated on and agreed to identical performance targets for three performance targets in their HSP and HSIP. These common performance targets are:

1. Number of fatalities
2. Rate of fatalities per VMT
3. Incapacitating Injury ("Suspected serious" Injury)

PERFORMANCE PLAN CHART - 2022 HIGHWAY SAFETY PLAN

			BASE YEARS							
PERFORMANCE PLAN CHART 2022 Highway Safety Plan			2015	2016	2017	2018	2019	2020	2021	2022
		FY22 Target	FARS	FARS	FARS	FARS	FARS	ARIES	EST	EST
C-1	Traffic Fatalities	876	817	829	916	860	809	896	917	938
	*Rolling Average Years 2016-2020	5-Year Rolling Avg.	775	791	818	833	846	830	880	889
C-2	Serious Injuries in Traffic Crashes	2998.2	3,434	3,505	3,457	3,230	3,659	2,650	2,840	3,044
	*Rolling Average Years 2016-2020	5-Year Rolling Avg.	3,490	3,510	3,438	3,396	3,457	3,167	3,376	3,776
C-3	Fatalities/100M VMT	1.076	1.04	1.00	1.12	1.05	0.98	1.18	1.27	1.35
	*Rolling Average Years 2016-2020	5-Year Rolling Avg.	0.99	0.99	1.02	1.03	1.03	1.06	1.11	1.16
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	335	221	251	208	210	220	292	312	335
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	204	215	214	216	222	236	248	274
C-5	Alcohol-Impaired Driving Fatalities	229	170	212	259	214	210	223	226	229
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	193	194	200	203	213	224	226	220
C-6	Speeding-Related Fatalities	234	233	213	210	189	201	232	233	234
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	198	210	215	210	209	209	213	218
C-7	Motorcyclist Fatalities	138	108	101	149	117	127	138	148	159

			BASE YEARS							
PERFORMANCE PLAN CHART 2022 Highway Safety Plan			2015	2016	2017	2018	2019	2020	2021	2022
		FY22 Target	FARS	FARS	FARS	FARS	FARS	ARIES	EST	EST
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	123	120	119	120	120	126	136	138
C-8	Un-helmeted Motorcyclist Fatalities	**97**	79	72	105	89	89	97	103	109
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	92	88	85	87	87	90	97	97
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	**105**	120	107	123	121	94	101	103	106
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	108	110	108	112	113	109	108	105
C-10	Pedestrian Fatalities	**113**	96	87	101	114	73	103	108	113
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	74	79	88	95	94	96	100	102
C-11	Bicyclist Fatalities	**20**	12	19	13	22	16	18	21	21
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	13	14	14	16	16	18	18	20
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	**95.1**	91.9	92.4	93.0	93.4	94.9	94.9	95.8	96.7
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	92.2	92.2	92.1	92.8	93.7	93.7	94.4	95.1

			BASE YEARS							
PERFORMANCE PLAN CHART 2022 Highway Safety Plan			2015	2016	2017	2018	2019	2020	2021	2022
		FY22 Target	FARS	FARS	FARS	FARS	FARS	ARIES	EST	EST
13	Fatalities per 100 million vehicle miles traveled - Rural	**1.92**	1.85	1.67	1.90	1.77	1.63	1.88	1.90	1.92
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	1.75	1.75	1.77	1.76	1.76	1.77	1.82	1.82
14	Fatalities per 100 million vehicle miles traveled - Urban	**0.77**	0.59	0.56	0.68	0.64	0.60	0.76	0.76	0.77
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	0.55	0.55	0.58	0.61	0.61	0.64	0.68	0.70
15	Motorcycle fatalities per 100k registrations	**53.1**	42.1	40.2	57.9	47.5	41.5	53.1	58.6	64.6
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	55.2	51.7	49.6	48.7	45.8	48.0	51.7	53.1
16	Rate of .08+ BAC impaired driving fatalities per 100 million vehicle miles traveled	**0.21**	0.22	0.26	0.32	0.26	0.25	0.18	0.18	0.17
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	0.25	0.24	0.25	0.25	0.26	0.25	0.24	0.21
17	Children aged 15 and under killed in traffic collisions	**42**	35	20	40	20	36	32	37	42

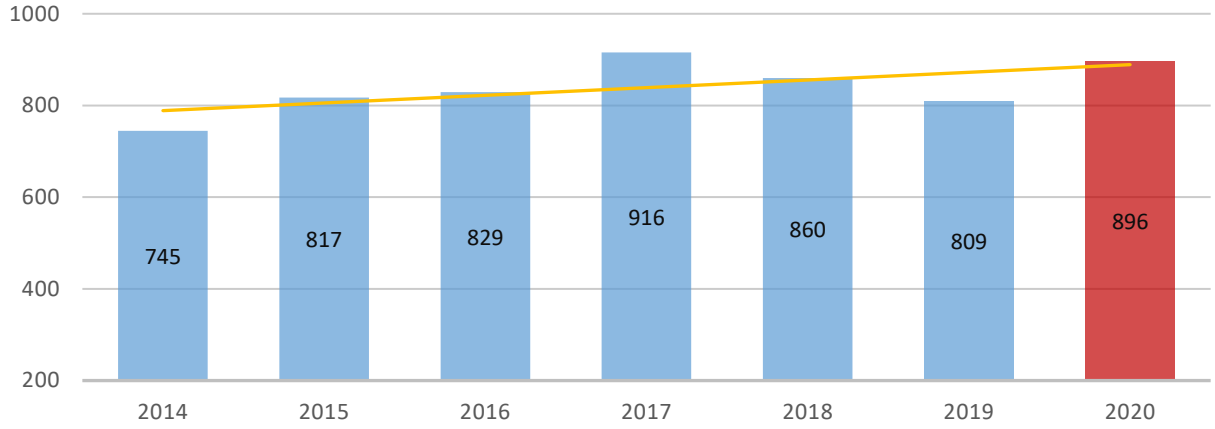
			BASE YEARS							
PERFORMANCE PLAN CHART 2022 Highway Safety Plan			2015	2016	2017	2018	2019	2020	2021	2022
		FY22 Target	FARS	FARS	FARS	FARS	FARS	ARIES	EST	EST
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	30	28	30	27	30	30	33	33
18	Children 7 and under killed in traffic collisions.	**17**	16	10	25	9	17	13	15	17
	Rolling Average Years 2018-2022	5-Year Rolling Avg.	14	13	15	14	15	15	16	14

PERFORMANCE MEASURE C-1: NUMBER OF TRAFFIC FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-1) Number of traffic fatalities (FARS)	5 Year Average	866	2016	876

Figure 2. Traffic Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The performance target for traffic fatalities is one of the three targets that must match with the Indiana Department of Transportation (INDOT) as the state's planning agency for the State Strategic Highway Safety Plan under requirements of the FAST Act under 23 U.S.C. 402(b)(1)(f)(v). INDOT calculates this performance target by using employment predictions and a model that uses employment data to predict fatalities.

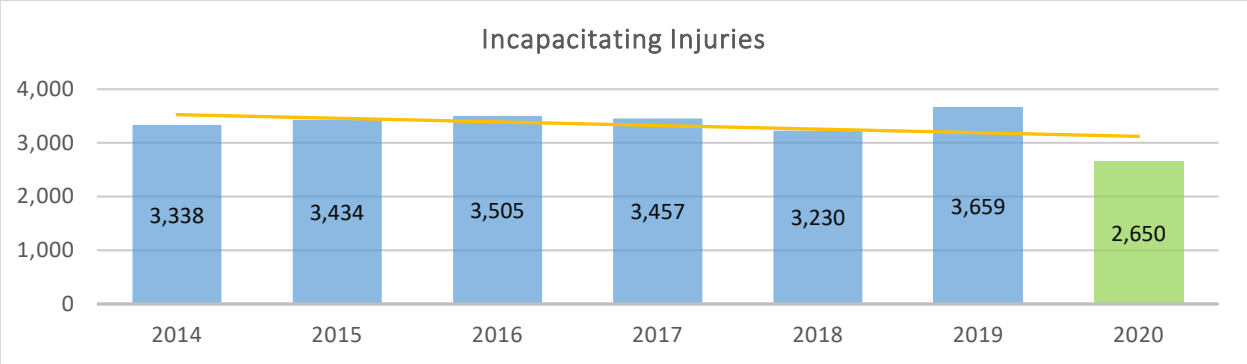
Statement of Justification: It was determined that analysis methods used during the previous year would not be as effective for this submittal due to the unexpected events of 2020. Therefore, a return to a simple linear regression model was chosen to predict fatalities. To predict the number of fatalities, this model would use the previous 5 years of data. However, the 2020 data was determined to be an outlier so that year was excluded from the calculation. The excel functions of SLOPE() and INTERCEPT() were used to generate the predictive equation. The predictive equation is of the form FATALITIES=YEAR*SLOPE()+INTERCEPT(). This predicted total was then adjusted upwards by 5% to account for any unexpected variances.

PERFORMANCE MEASURE C-2: NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year Average	2,964	2016	2,998.2

Figure 3. Incapacitating Injuries with 7-Year Trend Line



Source: 2014-19, Indiana Department of Transportation; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

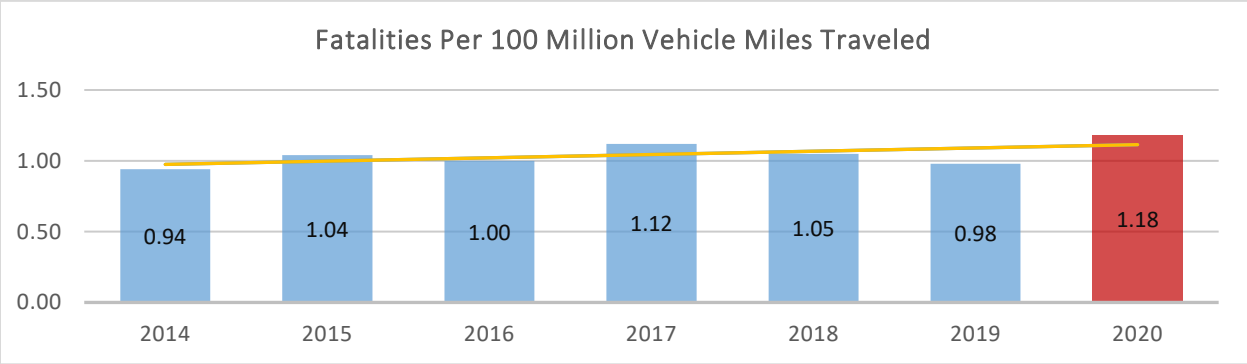
The performance target for the number of Serious Injuries is one of the three targets that must match INDOT due to the FAST Act (23 U.S.C. 402(b)(1)(f)(v)). Due to a definition change of incapacitating/serious injury we used an interim method to take the number of suspected serious injuries. Through multiplying the count of all injuries by 7.2% to calculate the number of those that are suspected serious injuries. This percentage is based on the proportion of injuries serious in nature for the years before the change was made. A trend line was then created to calculate the 5-year target value in a similar manner to what was described for the number of fatalities.

PERFORMANCE MEASURE C-3: FATALITIES/HMVMT (FARS, FHWA)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-3) Fatalities/HMVMT (FARS, FHWA)	5 Year Average	1.06	2016	1.076

Figure 4. Fatalities per 100 Million Vehicle Miles Traveled with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The performance target for the rate of traffic fatalities per 100 Million Vehicle Miles Traveled is one of the three targets that must match INDOT due to the FAST Act (23 U.S.C. 402(b)(1)(f)(v)). The predicted annual Vehicle Miles Traveled (VMT) for each of the most recent five years is estimated to vary from past slow growth patterns due to the 2020 economic shutdown, largely due to the COVID-19 Pandemic. As a result, projected VMT for 2020 was predicted to reduce by 7.20% from the last INDOT estimated VMT for 2019.

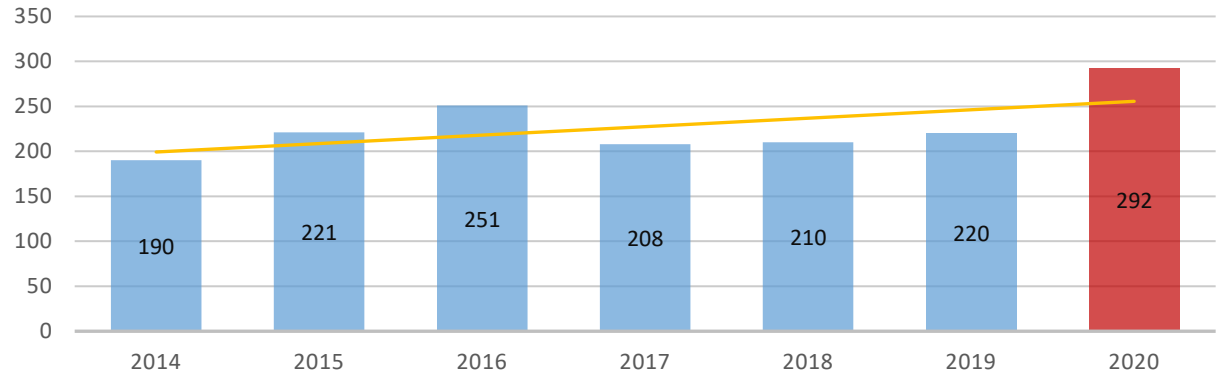
INDOT's Technical Planning Support & Programming Division arrived at this figure by averaging the Average Annual Volume Data for the first five months of 2020 against data for the same five months of the last year for each of five factor groups. The projection of VMT for 2021 has likewise been set at 1.00% below 2019, based on projected economic growth this year. The contributing Annual Growth Rates are calculated from the data collected at Indiana's 100+ Continuous Data Collection Sites around the State across a variety of Functional Classes. The growth rate for 2022 was developed by using a linear projection in a similar manner to what was described for the number of fatalities. The number or predicted fatalities in each of these years was then divided by these predicted total Vehicle Miles Traveled to arrive at the values shown.

PERFORMANCE MEASURE C-4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	274	2018	335

Figure 5. Unrestrained Passenger Vehicle Occupant Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for unrestrained passenger vehicle occupant fatalities was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 222 fatalities.

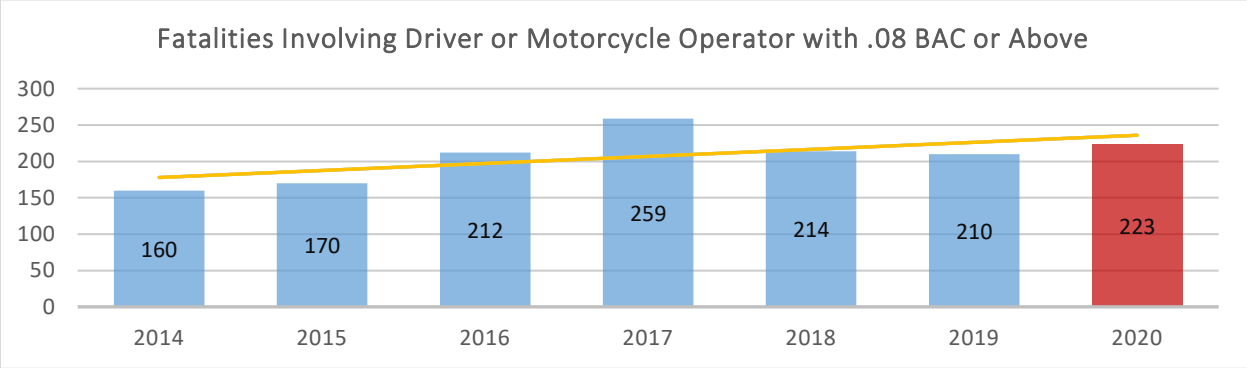
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in number of unrestrained passenger vehicle occupant fatalities for the prior 5-year period is 6.98%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 335 unrestrained fatalities.

PERFORMANCE MEASURE C-5: NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 OR ABOVE (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)	Annual	220	2018	229

Figure 6. Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above was determined using a rolling five-year average from 2016 to 2020 with a five-year average of 213 fatalities.

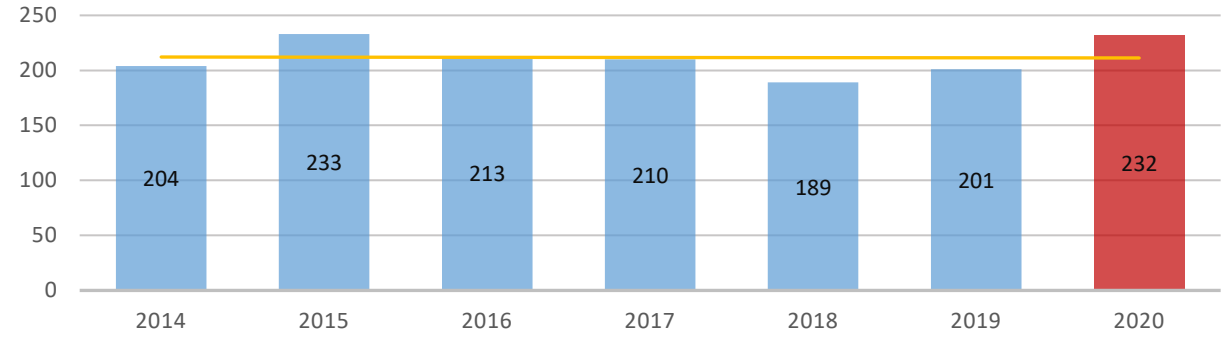
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in number of fatalities in crashes involving a driver or motorcycle driver with a BAC of .08 or above for this five-year period is 1.24%. The establishes 2022 target value is no more than 229 fatalities in crashes involving a driver or motorcycle driver with a BAC of .08.

PERFORMANCE MEASURE C-6: NUMBER OF SPEEDING-RELATED FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-6) Number of speeding-related fatalities (FARS)	Annual	218	2018	234

Figure 7. Speed Related Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for speed related fatalities was determined using a rolling five-year average from 2016 to 2020. Indiana's target for the end of 2022 is a 5-year average of 209 fatalities.

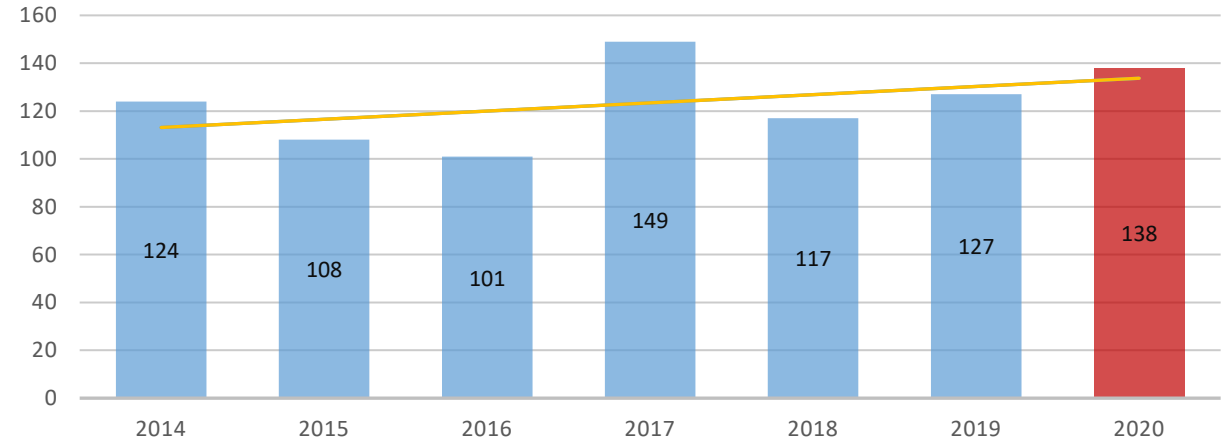
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in number of speed related fatalities for the prior 5-year period is 0.36%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is 234 speed related fatalities.

PERFORMANCE MEASURE C-7: NUMBER OF MOTORCYCLIST FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-7) Number of motorcyclist fatalities (FARS)	5 Year Average	138	2018	138

Figure 8. Total Motorcycle Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for motorcycle fatalities was determined using a rolling five-year average from 2016 to 2020 with a 5-year average of 126.

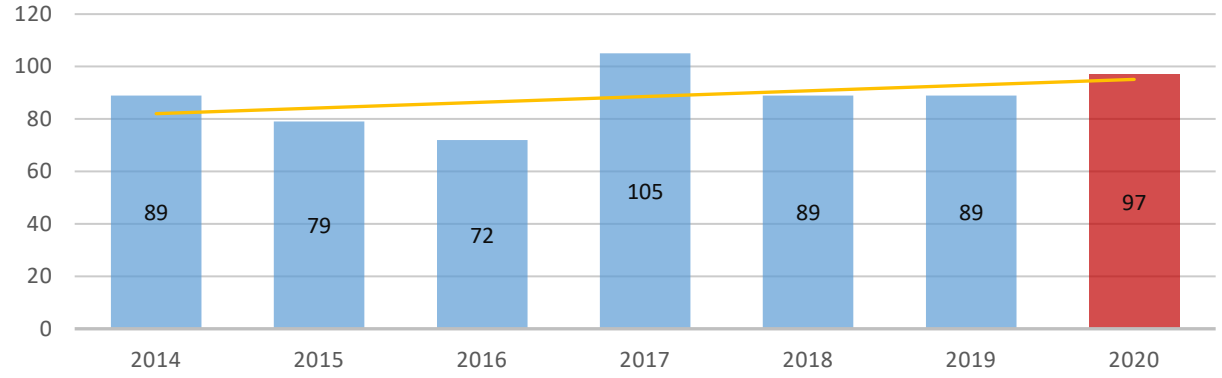
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine reasonable expectation for change during grant year 2022. The average change in number of motorcycle fatalities for the prior 5-year period is 7.36%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 138 motorcycle fatalities.

PERFORMANCE MEASURE C-8: NUMBER OF UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-8) Number of un-helmeted motorcyclist fatalities (FARS)	5 Year Average	97	2018	97

Figure 9. Un-helmeted Motorcycle Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for un-helmeted motorcycle fatalities was determined using a rolling five-year average from 2016 to 2020. Indiana's target for the end of 2022 is a 5-year average of 90 fatalities.

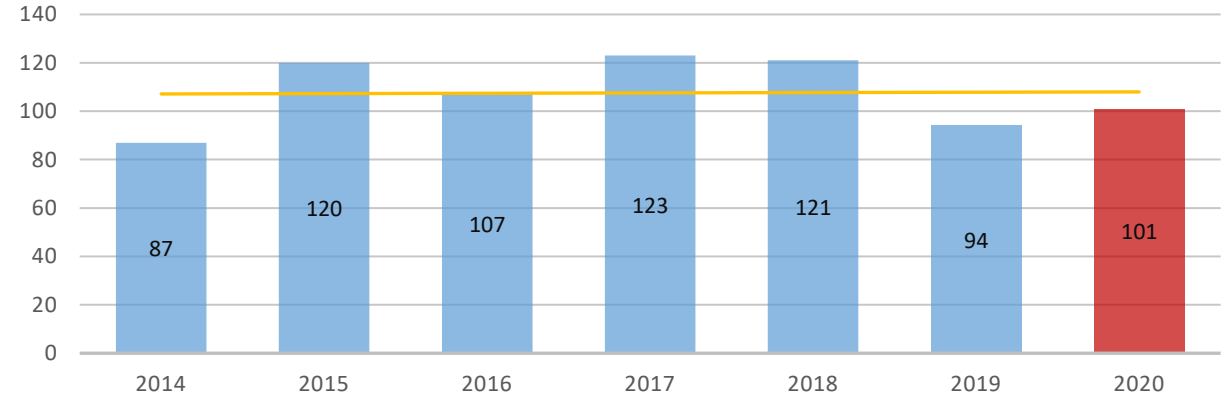
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine reasonable expectation for change during grant year 2022. The average change in number of un-helmeted motorcycle fatalities for the prior 5-year period is 6.14%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022.The establishes 2022 target value is no more than 97 un-helmeted motorcycle fatalities.

PERFORMANCE MEASURE C-9: NUMBER OF DRIVERS 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-9) Number of drivers 20 or younger involved in fatal crashes (FARS)	5 Year Average	105	2018	105

Figure 10. Drivers 20 and Under Involved in Fatal Collisions with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for drivers 20 or younger involved in fatal crashes was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 109 crashes.

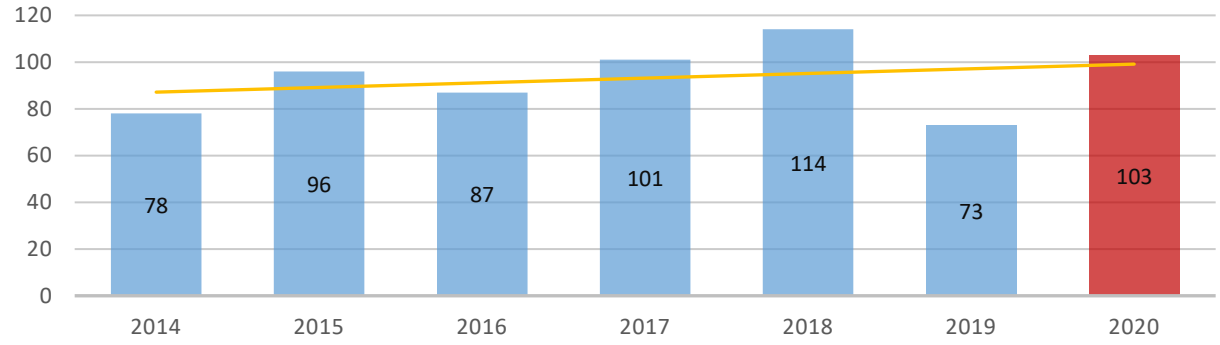
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine reasonable expectation for change during grant year 2022. The average change in number of drivers 20 or younger involved in fatal crashes for the prior 5-year period is 2.47%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022.The establishes 2022 target value is no more than 105 collisions.

PERFORMANCE MEASURE C-10: NUMBER OF PEDESTRIAN FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-10) Number of pedestrian fatalities (FARS)	Annual	102	2018	113

Figure 11. Pedestrian Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for pedestrian fatalities was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 96 fatalities.

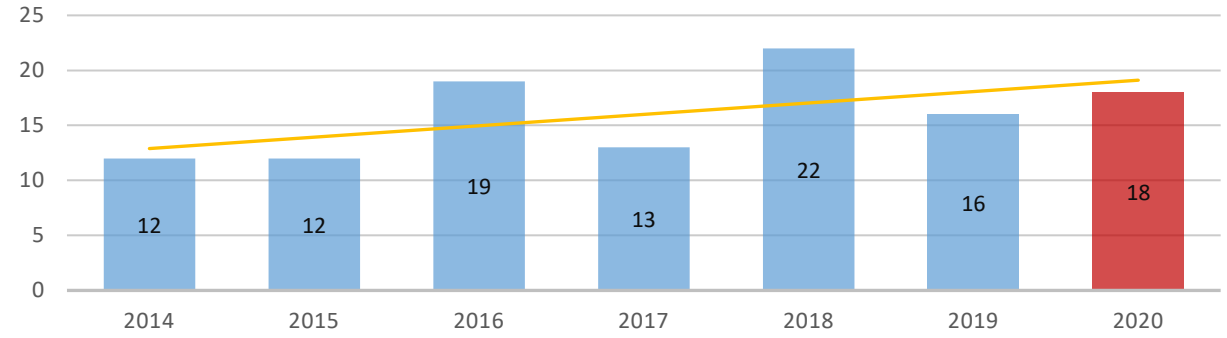
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in number of pedestrian fatalities for the prior 5-year period is 4.94%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 113 fatalities.

PERFORMANCE MEASURE C-11: NUMBER OF BICYCLIST FATALITIES (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
C-11) Number of bicyclists fatalities (FARS)	5 Year Average	20	2018	20

Figure 12. Bicycle Fatalities with 7-Year Trend Line



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for bicyclist fatalities was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 18 fatalities.

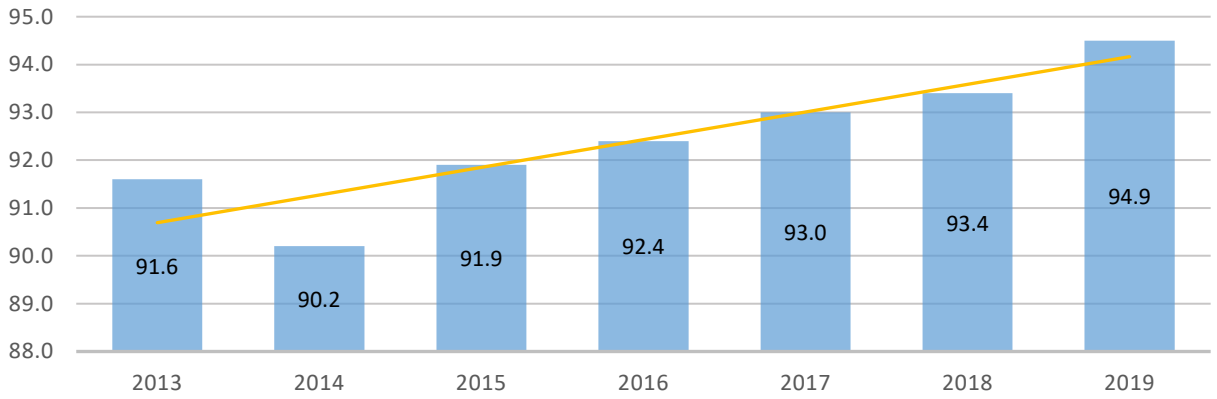
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in number of bicyclist fatalities for the prior 5-year period is 16.24%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 20 fatalities.

PERFORMANCE MEASURE B-1: OBSERVED SEATBELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (ANNUAL SURVEY)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey)	5 Year Average	95.1	2018	95.1

Figure 13. Observed Seat Belt Usage Rate (%) with 7-Year Trend Line



Sources: Indiana - Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use, Center for Road Safety, Purdue University

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for observed seat belt use was determined using a rolling five-year average from 2016 to 2020 with a 5-year average use rate of 93.7%.

The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The average change in seat belt usage rate for the prior 5-year period is 0.94%. The establishes 2022 target value is a usage rate of at least 95.1%.

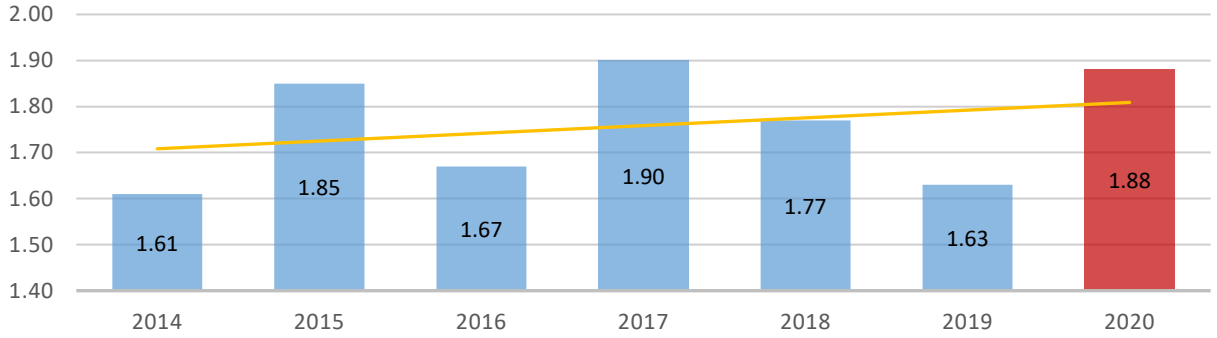
***Indiana utilized a waiver afforded by the CARES Act of 2020 to utilize the 2019 seat belt survey results for FY2020. This value was carried forward in the calculation of the 2018-2022 rolling average.*

PERFORMANCE MEASURE A-1: FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED – RURAL (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
Fatalities per 100 Million Vehicle Miles Traveled - Rural (FARS)	Annual	1.92	2018	1.92

Figure 14. Fatalities per 100 Million Vehicle Miles Traveled Rural (FARS)



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for fatalities per 100 million vehicle miles traveled - rural was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 1.77 fatalities/HMVMT-Rural.

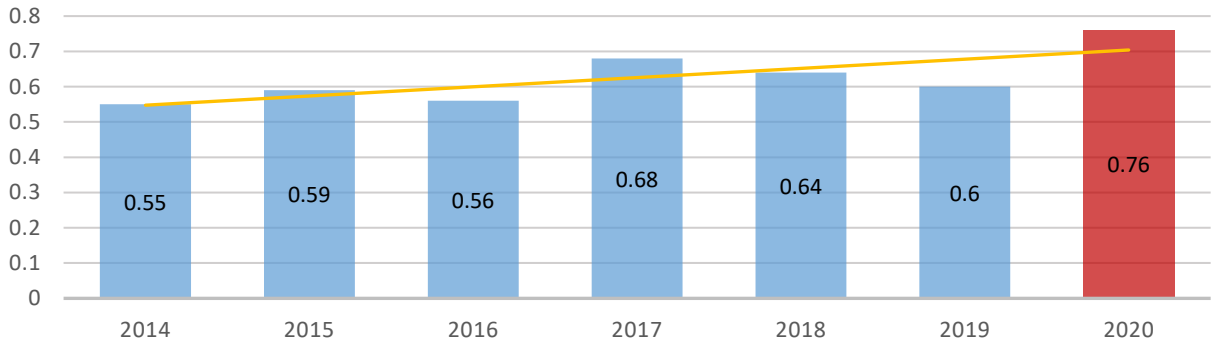
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022 would be. The average change in fatalities/HMVMT-Rural for the prior 5-year period is 0.93%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 1.82 fatalities per 100 million vehicle miles traveled - rural.

PERFORMANCE MEASURE A-2: FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED – URBAN (FARS)

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
Fatalities per 100 Million Vehicle Miles Traveled - Urban (FARS)	Annual	0.70	2018	0.77

Figure 15. Fatalities per 100 Million Vehicle Miles Traveled Urban (FARS)



Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for fatalities per 100 million vehicle miles traveled - urban was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 0.64 fatalities/HMVMT-Urban.

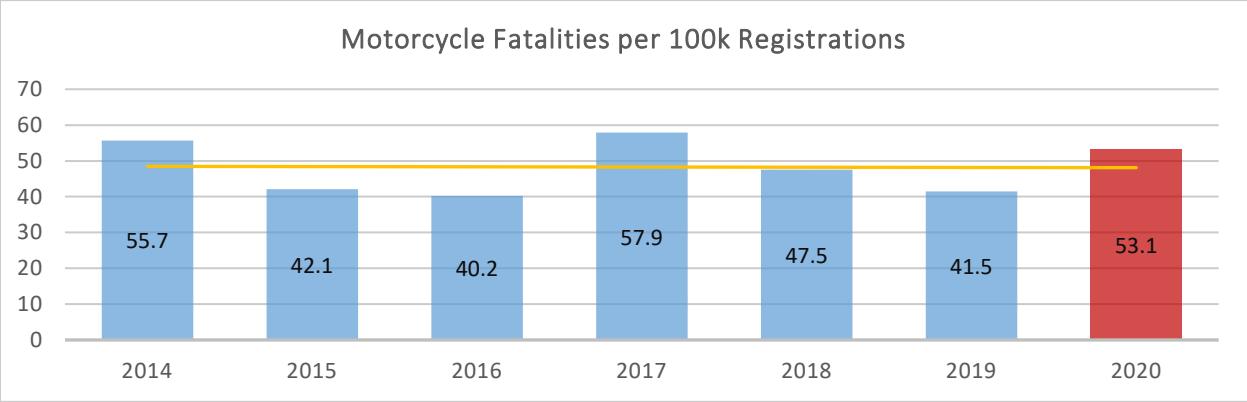
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022 would be. The average change in fatalities/HMVMT-Urban for the prior 5-year period is 6.18%. The establishes 2022 target value is 0.77 fatalities per 100 million vehicle miles traveled - urban.

PERFORMANCE MEASURE A-3: MOTORCYCLE FATALITIES PER 100K REGISTRATIONS

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
Motorcycle fatalities Per 100k Registrations	5 Year Average	53.1	2018	53.1

Figure 16. Motorcycle Fatalities per 100k Registrations with 7-Year Trend Line



Source: 2014- 20, FARS; 2020, ARIES, BMV

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for motorcycle fatalities per 100k registrations was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 48.0 fatalities per 100k registrations.

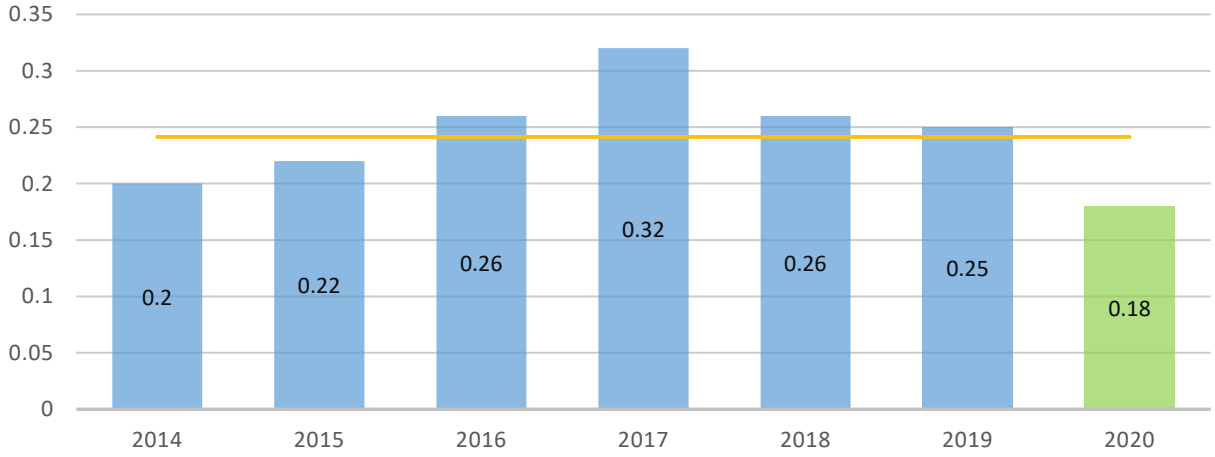
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in motorcycle fatalities per 100k registrations for the prior 5-year period is 10.31%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 53.1 motorcycle fatalities per 100k registrations.

PERFORMANCE MEASURE A-4: RATE OF .08+ BAC IMPAIRED DRIVING FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
Rate of .08+ BAC impaired driving fatalities per 100 Million Vehicle Miles Traveled	5 Year Average	0.21	2018	0.21

Figure 17. Rate of .08+ Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled with 7-Year Trend Line



Source: FARS

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for the rate of .08+ BAC impaired driving fatalities per 100 million vehicle miles traveled was determined using a rolling five-year average from 2016 to 20120. Indiana's target for the end of 2022 is a 5-year average of 0.25 fatalities/HMVMT.

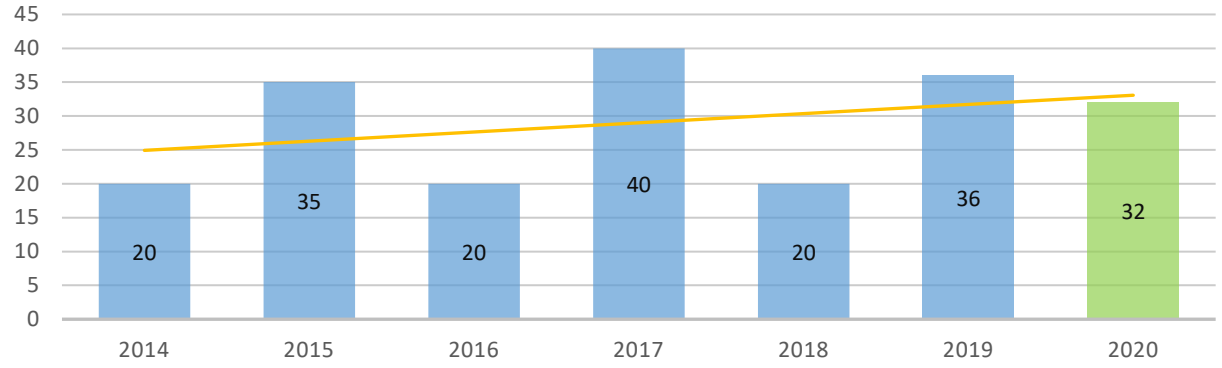
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022. The average change in the rate of .08+ BAC impaired driving fatalities per 100 million vehicle miles traveled for the prior 5-year period is 1.87%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The establishes 2022 target value is no more than 0.21 fatalities/HMVMT.

PERFORMANCE MEASURE A-5: CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
Children aged 15 and under killed in traffic collisions	Annual	33	2018	42

Figure 18. Children Aged 15 and Under Killed in Traffic Collisions with 7-Year Trend Line



Source: 2015-20, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for children aged 15 and under killed in traffic collisions was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 30 fatalities.

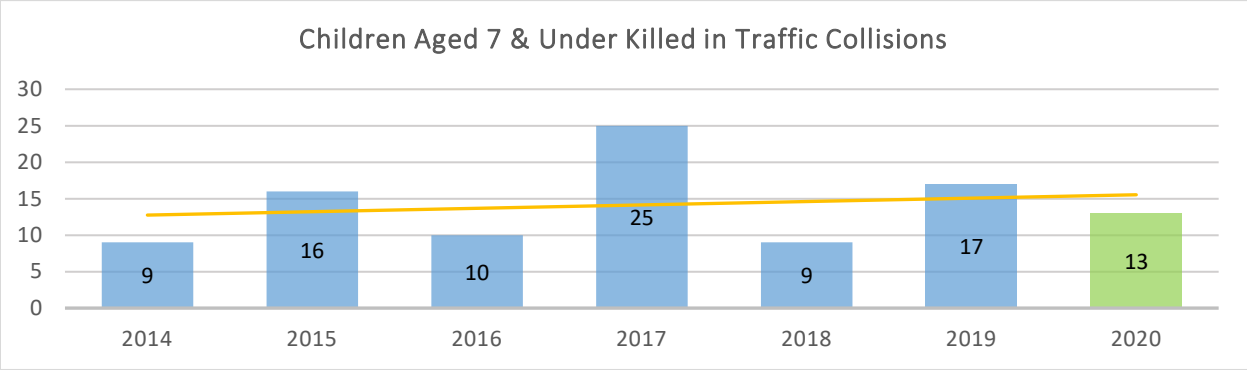
The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for change during grant year 2022 would be. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022. The average change in number of children killed in traffic collisions for the prior 5-year period is 15.21%. The establishes 2022 target value is 42 fatalities.

PERFORMANCE MEASURE CPS-1: CHILDREN AGED 7 AND UNDER KILLED IN TRAFFIC COLLISIONS

Performance Target Details

Performance Target	Target Metric Type	5-Year Target Value	Target Start Year	2022 Target Value
Children aged 7 and under killed in traffic collisions	Annual	14	2018	17

Figure 19. Children Aged 7 and Under Killed in Traffic Collisions with 7-Year Trend Line



Source: ARIES

PERFORMANCE TARGET JUSTIFICATION

The 5-year performance target value for children aged 7 and under killed in traffic collisions was determined using a rolling five-year average from 2016 to 2020, with a 5-year average of 16 fatalities.

The 2022 target value was established by calculating the average percent change between each year from 2016 to 2020. The absolute value of the change was used to determine a reasonable expectation for improvement during grant year 2022. The average change in number of children killed in traffic collisions for the prior 5-year period is 29.83%. This rate of change was reflected for 2021 and 2022 to project a rolling average for 2018-2022.The establishes 2022 target value is no more than 17 fatalities.

PERFORMANCE TARGET UPDATE: FY21 HSP

2022 HSP					
Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results ARIES State Data	On Track to Meet FY21 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 year	2017-2021	817.3	514	In-Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	3,311.4	2,741	In-Progress
C-3) Fatalities/VMT	5 year	2017-2021	1.006	-	In-Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	220	185	In-Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	197	25	In-Progress
C-6) Speeding-Related Fatalities	Annual	2021	210	128	In-Progress
C-7) Motorcyclist Fatalities	Annual	2021	117	44	In-Progress
C-8) Un-helmeted Motorcyclist Fatalities	Annual	2021	82	21	In-Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	113	27	In-Progress
C-10) Pedestrian Fatalities	5 year	2017-2021	95	58	In-Progress
C-11) Bicyclist Fatalities	5 year	2017-2021	16	8	In-Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	94.9	-	In-Progress
A-1) Fatalities Per 100 Million Vehicle Miles Traveled – Rural	5 year	2017-2021	1.74	-	In-Progress
A-2) Fatalities Per 100 Million Vehicle Miles Traveled – Urban	5 year	2017-2021	0.61	-	In-Progress
A-3) Motorcycle Fatalities Per 100k Registrations	5 year	2017-2021	47.96	-	In-Progress
A-4) Rate of .08+ BAC Impaired Driving Fatalities Per 100 Million Vehicle Miles Traveled	5 year	2017-2021	0.24	-	In-Progress
A-5) Children aged 15 and under killed in traffic collisions.	5 year	2017-2021	33	18	In-Progress
IN-1) Children aged 7 and under killed in traffic collisions.	5 year	2017-2021	14	14	In-Progress

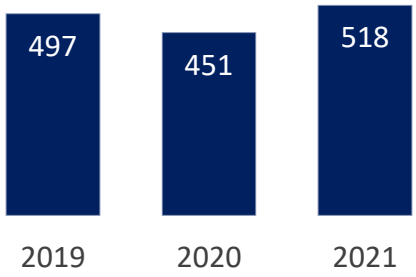
Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.

All performance metric targets reflect a current numerical value for progress towards meeting FY21 established goals. The charts below reflect changes statewide and within each traffic safety region. Items reflected in red are metrics where Indiana is currently on pace to exceed the establish target for FY21, targets in green are metrics where Indiana is currently on pace to meet the established target for FY21.

Fatalities, Incapacitating Injuries, Unrestrained Passenger Vehicle Occupant Fatalities are all on pace to exceed established performance metric targets for 2021. Data in FY2020 at the time of establishing metrics was indicative of a decrease in these metric areas from the sustained reduction in travel in 2020 from the COVID-19 Pandemic, leading Indiana to establish targets at a reduction from prior years. Crash performance for Q3 and Q4 of FY2020 exceeded levels seen in these quarters of FY2019, leading to unforeseen increases in crash outcomes for FY2020.

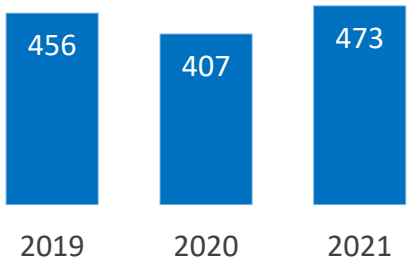
TRAFFIC DEATHS

Compared to this time last year, traffic deaths increased by 14.8 percent.



TRAFFIC CRASHES

Compared to this time last year, traffic crashes increased by 16.2 percent.

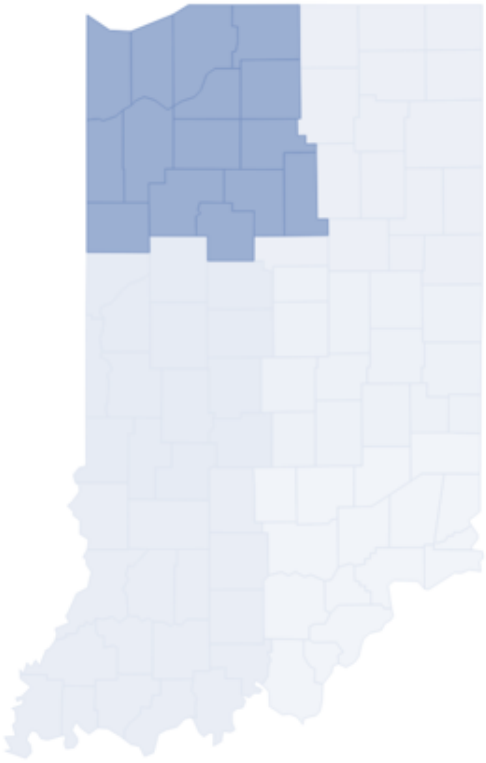


	STATEWIDE FY21 TARGETS		
	Target	5/19/2021*	CURRENT^
Traffic Fatalities	781	492	514
Incapacitating Injuries	3468	2185	2741
Unrestrained Passenger Vehicle Occupant Fatalities	202	127	185
Fatalities Involving Driver or Operator with .08 BAC or Above	197	124	
Speeding Related Fatalities	202	127	128
Total Motorcycle Fatalities	106	67	44
Unhelmeted Motorcycle Fatalities	62	39	21
Drivers Aged 20 and Under Involved in Fatal Crashes	96	60	27
Pedestrian Fatalities	93	59	58
Bicyclists and Other Cyclists Fatalities	13	8	8
Children Aged 15 and Under Killed in Traffic Collisions	24	15	18

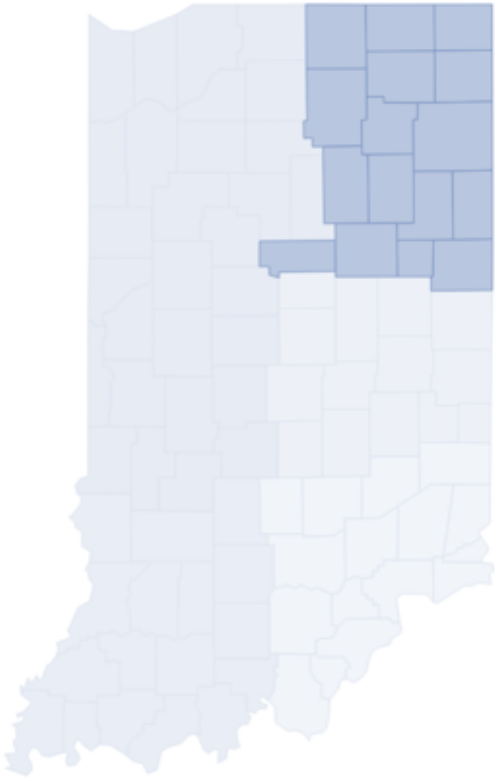
* Divided Target by 365 days and then multiplied by 230 days

^ The sum of each region's YTD totals as of May 19, 2021

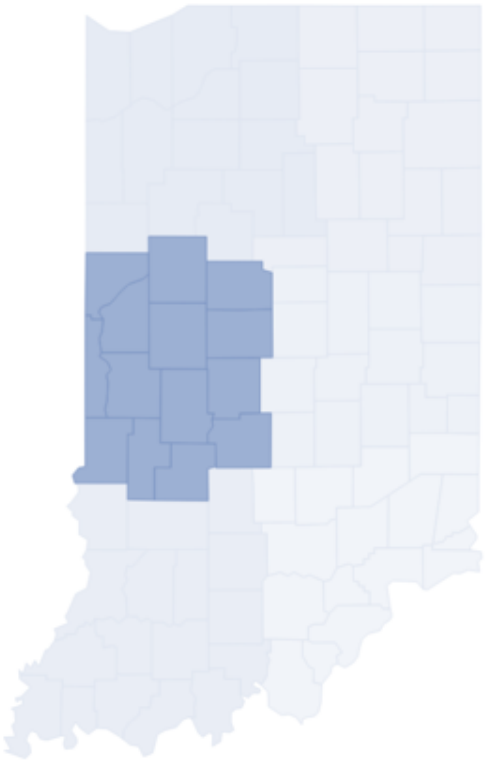
	May 19 TOTALS	
	FY20	FY21
Traffic Fatalities	102	132
Incapacitating Injuries	405	579
Unrestrained Passenger Vehicle Occupant Fatalities	37	42
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	33	30
Total Motorcycle Fatalities	8	6
Unhelmeted Motorcycle Fatalities	7	5
Drivers Aged 20 and Under Involved in Fatal Crashes	11	6
Pedestrian Fatalities	9	15
Bicyclists and Other Cyclists Fatalities	0	2
Children Aged 15 and Under Killed in Traffic Collisions	2	2



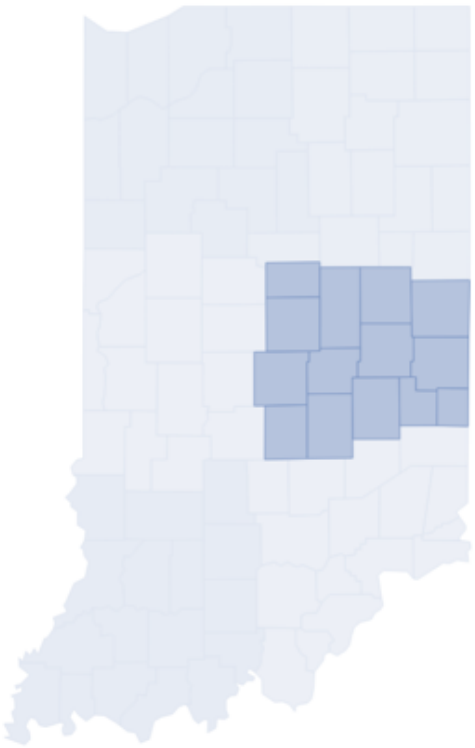
	May 19 TOTALS	
	FY20	FY21
Traffic Fatalities	78	101
Incapacitating Injuries	394	451
Unrestrained Passenger Vehicle Occupant Fatalities	26	34
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	21	30
Total Motorcycle Fatalities	8	4
Unhelmeted Motorcycle Fatalities	6	3
Drivers Aged 20 and Under Involved in Fatal Crashes	9	4
Pedestrian Fatalities	8	9
Bicyclists and Other Cyclists Fatalities	1	2
Children Aged 15 and Under Killed in Traffic Collisions	2	7



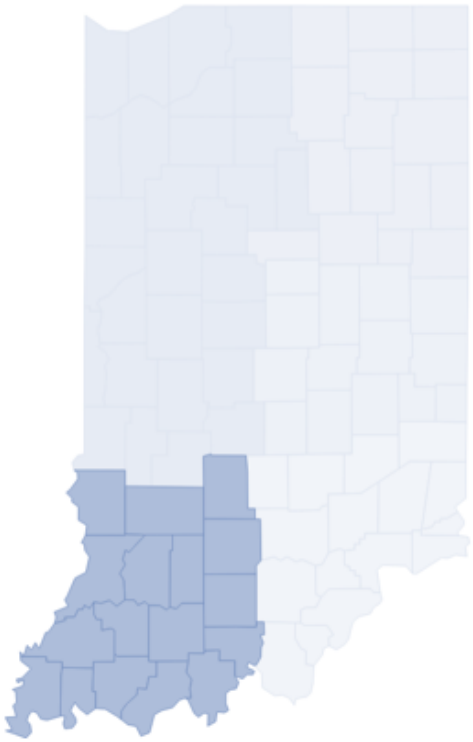
	May 19 TOTALS	
	FY20	FY21
Traffic Fatalities	56	48
Incapacitating Injuries	273	310
Unrestrained Passenger Vehicle Occupant Fatalities	20	17
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	12	12
Total Motorcycle Fatalities	2	5
Unhelmeted Motorcycle Fatalities	1	3
Drivers Aged 20 and Under Involved in Fatal Crashes	11	2
Pedestrian Fatalities	3	5
Bicyclists and Other Cyclists Fatalities	1	0
Children Aged 15 and Under Killed in Traffic Collisions	4	2



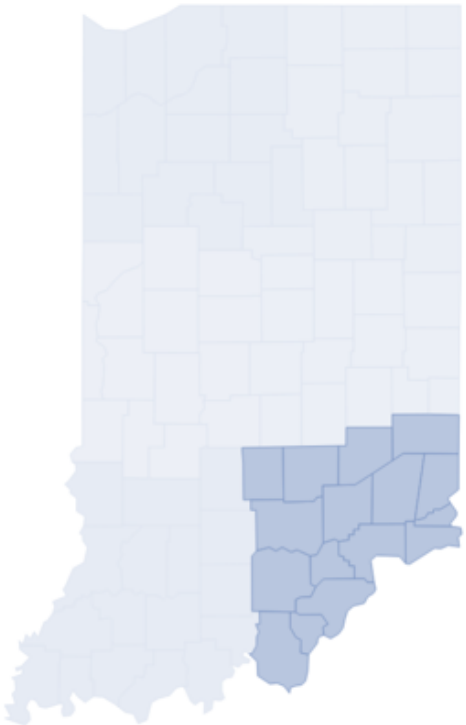
	May 19 TOTALS	
	FY20	FY21
Traffic Fatalities	106	150
Incapacitating Injuries	646	865
Unrestrained Passenger Vehicle Occupant Fatalities	41	61
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	24	35
Total Motorcycle Fatalities	6	26
Unhelmeted Motorcycle Fatalities	3	9
Drivers Aged 20 and Under Involved in Fatal Crashes	14	8
Pedestrian Fatalities	28	20
Bicyclists and Other Cyclists Fatalities	4	3
Children Aged 15 and Under Killed in Traffic Collisions	3	6



	May 19 TOTALS	
	FY20	FY21
Traffic Fatalities	32	47
Incapacitating Injuries	250	263
Unrestrained Passenger Vehicle Occupant Fatalities	14	17
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	5	12
Total Motorcycle Fatalities	1	0
Unhelmeted Motorcycle Fatalities	1	0
Drivers Aged 20 and Under Involved in Fatal Crashes	9	3
Pedestrian Fatalities	2	6
Bicyclists and Other Cyclists Fatalities	0	1
Children Aged 15 and Under Killed in Traffic Collisions	2	0



	May 19 TOTALS	
	FY20	FY21
Traffic Fatalities	78	36
Incapacitating Injuries	281	273
Unrestrained Passenger Vehicle Occupant Fatalities	28	14
Fatalities Involving Driver or Operator with .08 BAC or Above		
Speeding Related Fatalities	22	9
Total Motorcycle Fatalities	3	3
Unhelmeted Motorcycle Fatalities	3	1
Drivers Aged 20 and Under Involved in Fatal Crashes	10	4
Pedestrian Fatalities	3	3
Bicyclists and Other Cyclists Fatalities	1	0
Children Aged 15 and Under Killed in Traffic Collisions	7	1



FY 2022

Indiana Criminal Justice Institute

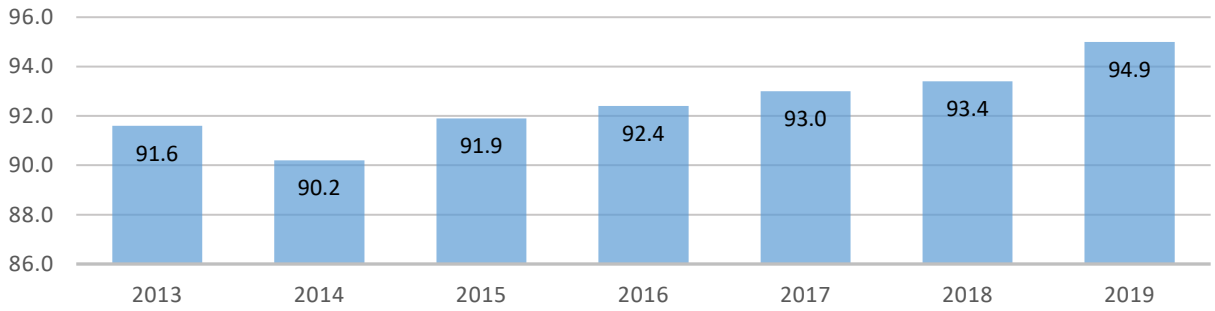
OCCUPANT PROTECTION

PROGRAM AREA: OCCUPANT PROTECTION

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The analysis of crash and traffic-related data and the identified trends aid in determining specific geographical locations within the state where problems overrepresent and how program areas will be addressed. Funding priority will be assigned to programs that represent the potential to have the greatest impact on reducing injuries and fatalities that are due to not wearing seat belts and dangerous driving behaviors. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of factors both primary and contributory from driver behavior, environmental, and vehicle areas from all crash types. Close attention is given to data factors such as, location, time, and driver circumstances. Starting in FY2022 additional comprehensive data analysis and research will be done through a partnership with the Center for Road Safety at Purdue University.

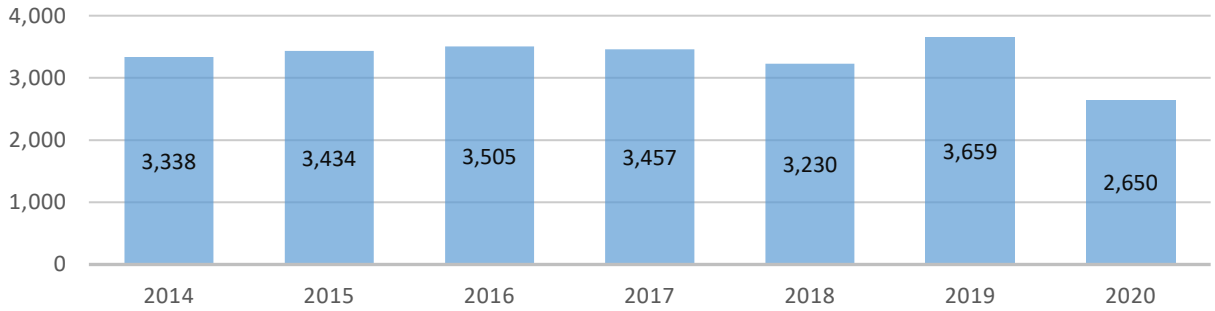
Figure 20. Observed Seat Belt Usage Rate (%)



Source: Annual Survey, Purdue CRS, ** CARES Act Waiver: Indiana utilized the available waiver for seatbelt surveys in 2020, with a survey being conducted in 2021.

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants with approximately 40% of individuals killed in the front passenger seat and 55% of individuals killed in the rear seating positions were not properly restrained. Approximately 40% of individuals sustaining an incapacitating injury were unrestrained during 2019. Additionally, approximately 47% of drivers killed in passenger vehicles were not properly restrained. Speeding is also listed as a factor in an average of 16% of unrestrained fatalities. Over the last five years an average of 54% of speed-related fatalities were unrestrained, indicating a strong relationship between speeding a seat belt use.

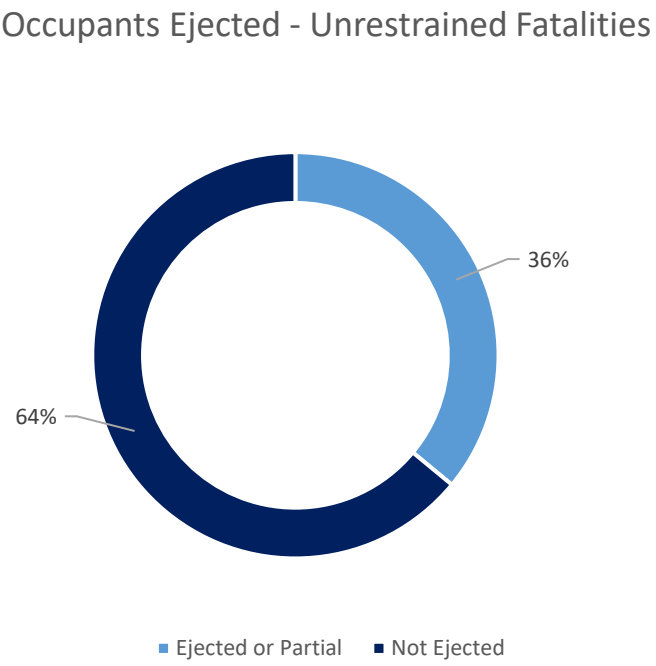
Figure 21. Incapacitating Injuries



Source: 2014-19, FARS; 2020, ARIES

As a continuing mission, TSD seeks to increasing seat belt usage across the state, research demonstrates that efforts should be focused on certain demographics such as age, gender, and vehicle type.

ARIES data shows of those killed in 2020 collisions, restraint use –among passenger vehicle (including passenger cars, pickup trucks, SUVs, and vans occupants—was lowest in the 45-54 age group (31%), followed closely by the 21-24 age group (33%).

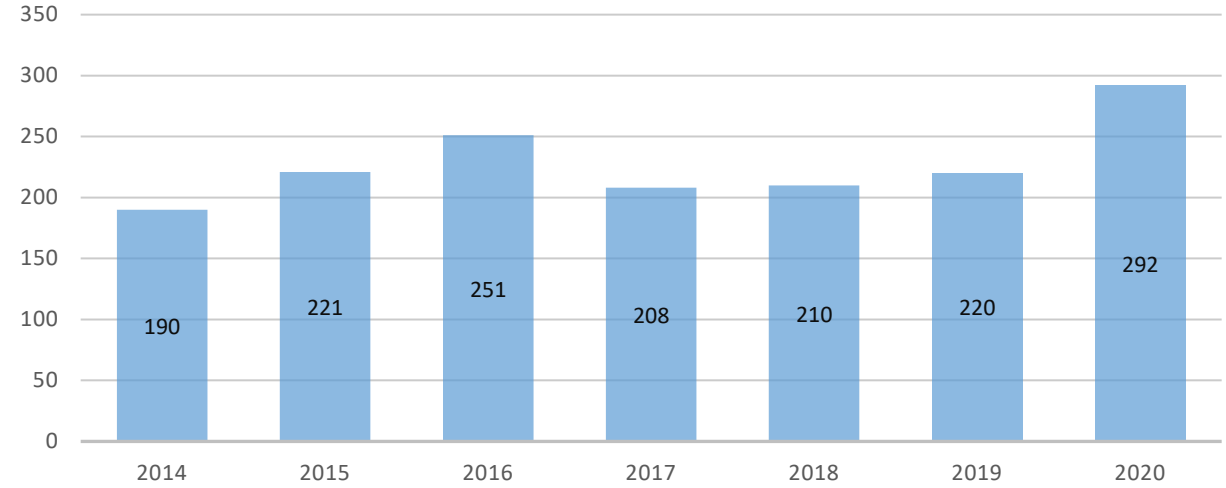


Male drivers in the 25- to 34-years old age category represent the highest proportion of passenger vehicle drivers in crashes not wearing a seat belt. The proportion of unrestrained passenger vehicle occupants involved in collisions was highest in rural areas (17%) and lowest in suburban locales (10%).

Data shows that seatbelt usage in 2020 tended to be lowest in the west central and southern regions of Indiana in proportion to the total number of crashes within these regions.

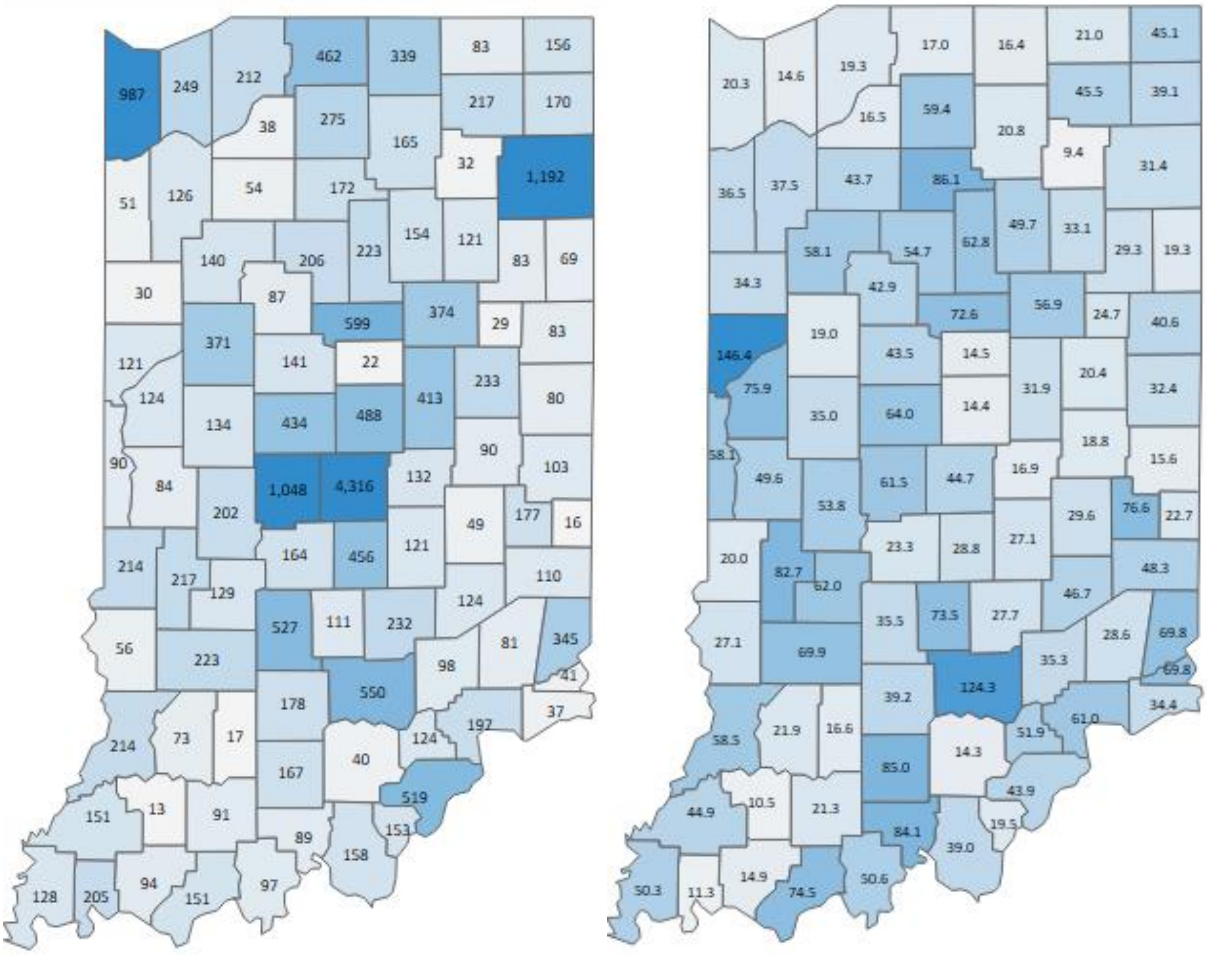
- Over 50% of collisions involving unrestrained passenger vehicle occupants occurred between 12 PM and 6 PM, with a three-hour peak period 3:00 p.m. and 5:59 p.m.
- Rates of fatal and incapacitating injuries in crashes were highest between midnight and 4 AM.
- The highest percentage of fatal and incapacitating injuries per hour occurred between 2 AM. and 3 AM. (12%), with 88% of collisions occurring outside of this period.
- The highest hourly rate of unrestrained individuals in crashes occurred during the same timeframe (22%).
- 36% of Unrestrained Fatalities were either Ejected or Partially Ejected
- In 2020, 292 unrestrained fatalities were reported, 86 were ejected, and an additional 19 were partially ejected.
- 292 unrestrained fatalities represent 32.6% of all fatalities 73% of Unrestrained

Figure 22. Unrestrained Passenger Vehicle Occupant Fatalities



Source: 2014-19, FARS; 2020, ARIES

Figure 23. Unrestrained collisions per county (left) and unrestrained collisions per 10,000 population (right) in 2020



Source: ARIES

Figure 24. Left: Counties receiving CITLI funding in 2021, (blue funded, gray non-funded). Source: OPO Database. Right: Percent of Change for Individuals Killed in Traffic Collisions from FY2016 to FY2020. Source: ARIES

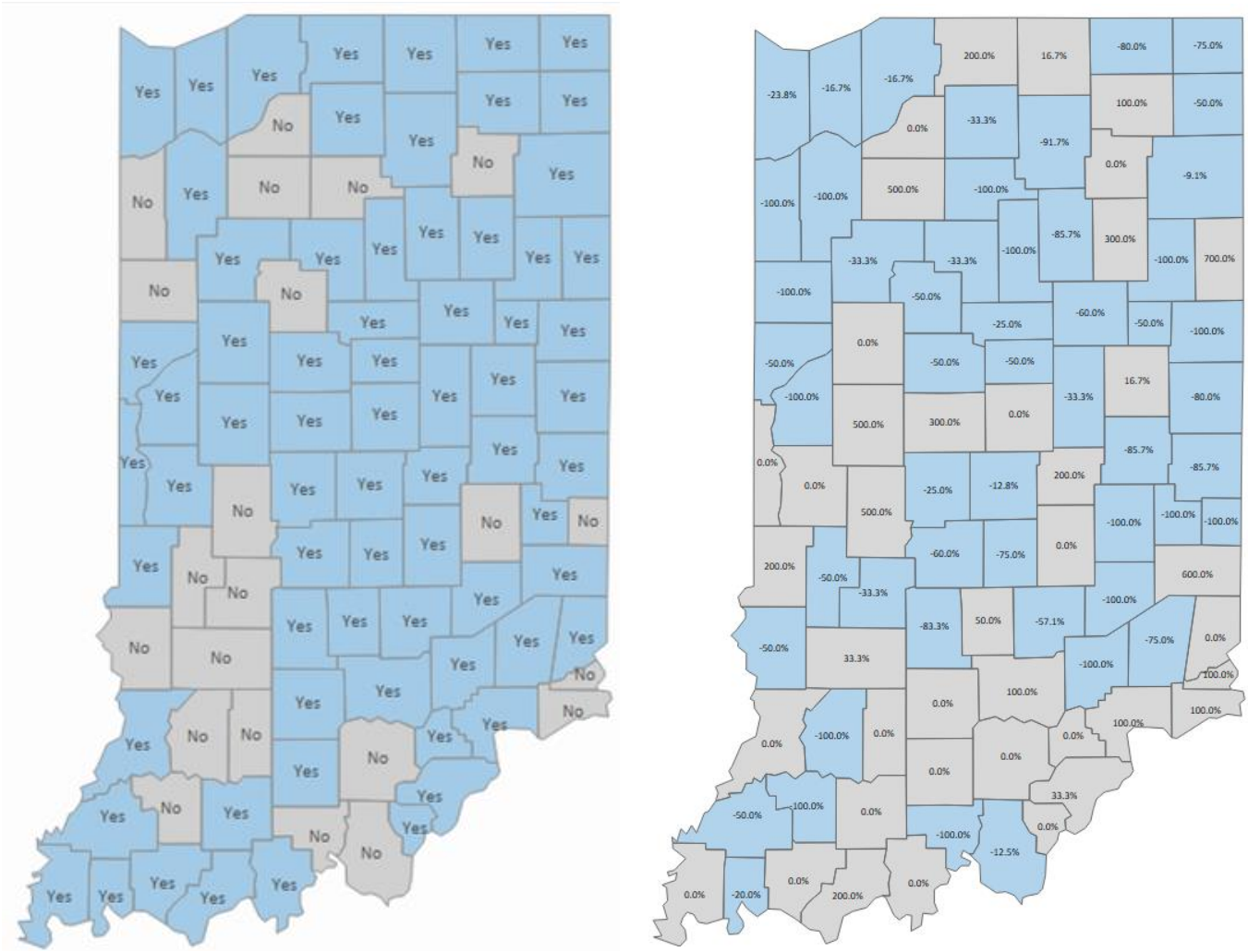
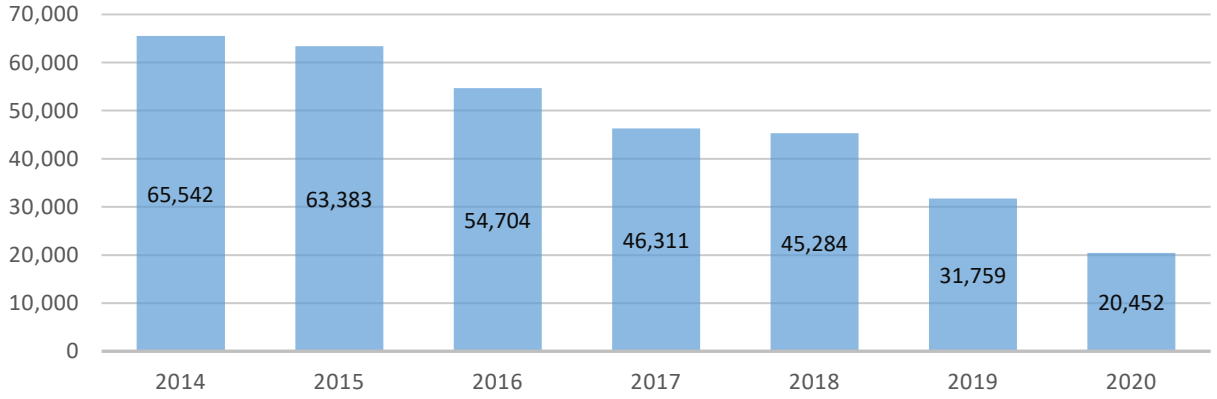


Figure 25. Number of Seat Belt Citations during Grant Funded Enforcement



Source: OPO Database

Compared with 2015 (221), 2018 (210) saw a 5% decrease in the number of unrestrained passenger vehicle occupant fatalities. In 2018 Indiana met the established target for unrestrained fatalities (211) and met the state's target for observed seatbelt usage rate, before a rebound to 2018 levels in 2019 with 220 unrestrained fatalities. In 2019 an examination was completed to evaluate for any significant correlation of unrestrained fatalities regarding resident versus non-resident. It was determined that there was no significance in resident versus non-resident with 19 unrestrained fatalities being non-residents to Indiana. We expect FARS to report an increase for 2020 to 292 unrestrained fatalities. The five-year mean for unrestrained passenger vehicle occupant fatalities from 2016-2020 is 236.

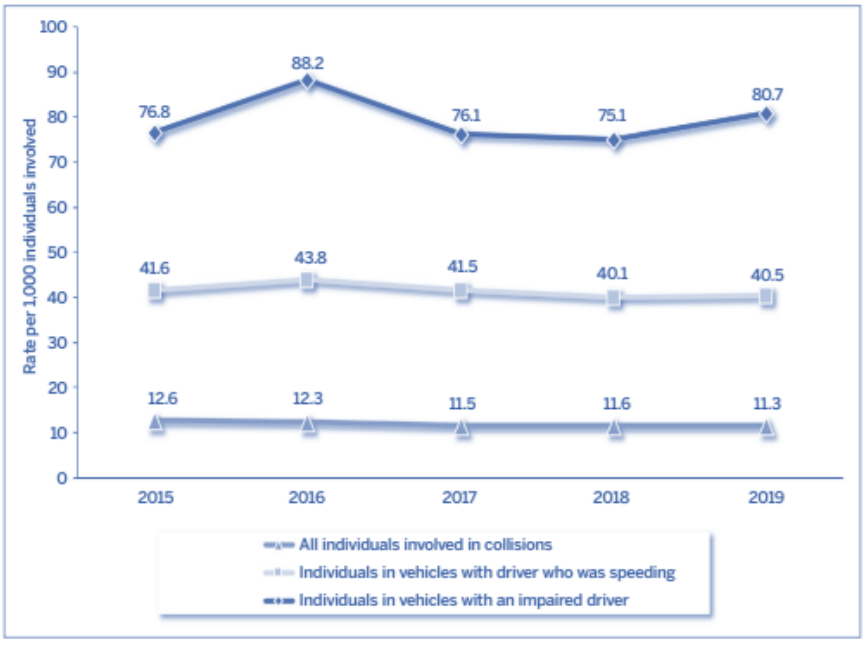
Seat belt citations issued are trending downward since 2015, with 31,759 citations written during funded activities in 2019, a 45% decrease from 2015. In 2015, the average number of seat belt citations written per hour was 1.50 and in 2019 this number to 2.10 seat belt citations written per hour. Fewer hours being worked, rather than more citations being written prevented a decrease in the citation(s) per hour ratio.

In 2020 there was an average of 1.04 seat belt citations per hour during grant funded enforcement, with a reduction in the number of hours of enforcement decreasing by 21%. The COVID 19 Pandemic of 2020 significantly impacted this decrease as many departments were restricted from performing proactive traffic enforcement. Greater emphasis on unrestrained enforcement is needed with a need for more enforcement hours and an increase focus on seat belts during enforcement hours.

SPEEDING, IMPAIRED DRIVING AND RESTRAINT USE

Between 2015 and 2019, rates of unrestrained injuries in Indiana collisions were consistently higher in vehicles with a driver who was speeding and in vehicles with an impaired driver. In 2019, rates of unrestrained injury among all individuals involved in crashes (11.3 per 1,000) were more than three times higher among occupants in vehicles with a driver who was speeding (40.5) and seven times higher with impaired drivers (80.7).

Figure 26. Unrestrained injury rates per 1,000 passenger vehicle occupants in Indiana collisions, by drivers speeding and driver impairment, 2015-2019



Source: Indiana State Police Automated Reporting Information Exchange System, as of March 17, 2020 and June 15, 2020 (2018 and 2019 BAC results)

SECONDARY COLLISIONS

In 2019 there were 3,081 collisions labeled as secondary collisions, which resulted in 39 fatalities. Improvement was observed in 2020 with secondary crashes reduced to 2,406 and fatalities reduced to 28. Often those involved in a secondary collision are too distracted by looking at a collision scene to prevent their own collision. In 2019 there were 203 primary crashes on interstate roadways in Indiana that exhibited an impact of at least 2 hours on traffic and one or more secondary crashes. Table 1**Error! Reference source not found.** summarizes t hese identified incidents by INDOT district for the period January 1 – December 31, 2019.

In 2020, there were 191 primary crashes on interstate roadways in Indiana that exhibited an impact of at least 2 hours on traffic and one or more secondary crashes, Table 2 summarizes these identified incidents by INDOT district for the period January 1 – December 31, 2020.

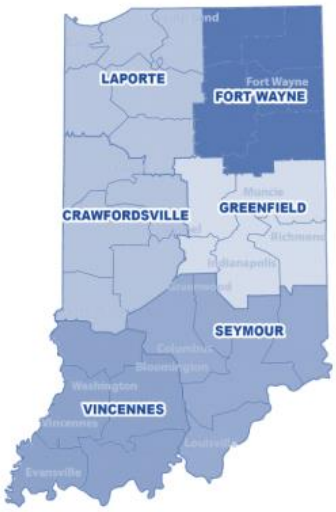


Figure 1. INDOT districts map

Table 1. Summary of Incidents for 2019

District	Total Number of Primary Crashes	Total Number of Secondary Crashes	Number of Incidents with Road Closure	Avg. Road Closure Time (when closed)	Avg. Event Duration Time
Crawfordsville (CRW)	27	50	9	4h 12m	4h 29m
Fort Wayne (FTW)	29	39	10	2h 09m	3h 44m
Greenfield (GRN)	49	86	13	2h 12m	3h 40m
La Porte (LAP)	75	156	13	2h 10m	5h 23m
Seymour (SEY)	21	24	11	2h 05m	3h 26m
Vincennes (VIN)	2	3	1	5h 45m	4h 34m
Statistics for All Districts	**203**	**358**	**57**	**3h 05m**	**4h 13m**

Table 2. Summary of Incidents for 2020

District	Total Number of Primary Crashes	Total Number of Secondary Crashes	Number of Incidents with Road Closure	Avg. Road Closure Time (when closed)	Avg. Event Duration Time
Crawfordsville (CRW)	23	51	8	6h 58m	6h 24m
Fort Wayne (FTW)	12	23	5	1h 39m	3h 29m
Greenfield (GRN)	109	258	15	1h 39m	4h 16m
La Porte (LAP)	25	46	8	1h 59m	4h 8m
Seymour (SEY)	20	42	3	1h 2m	3h 38m
Vincennes (VIN)	2	5	2	1h 28m	5h 9m
Statistics for All Districts	**191**	**425**	**41**	**2h 28m**	**4h 31m**

Graphical heatmaps were developed using traffic speeds from probe vehicle data (1, 2) overlaid with crash data from the Automated Reporting Information Exchange System (ARIES) (3) to identify incidents and their impact on interstates. The heatmaps are generated by aggregating speeds reported on roughly 1-mile segments on the interstates, by direction of travel over 15-minute intervals. The y-axis represents mile marker location on a roadway and the x-axis represents time of day. Figure 2 illustrates a heatmap color-coded by traffic speeds between mile markers (MM) 150 and 180 on I-65 in the south bound direction on September 12, 2019.

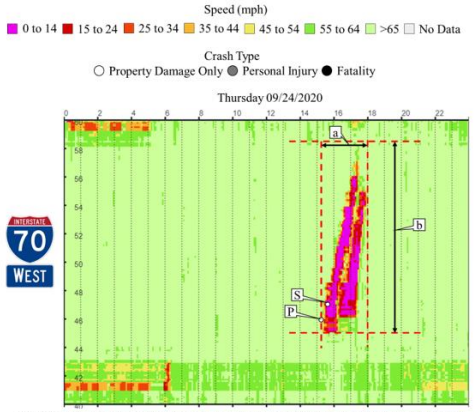


Figure 1. Traffic speed heatmap between Mile Marker 40 and Mile Marker 60 on I-70 WB
Callout (a): Event duration time = 2hrs 44 mins (from 3:16 PM to 6:00 PM)
Callout (b): Approximately 12-mile long queue impacting traffic

Crash data classified by severity type (property damage only PDO, personal injury PI and fatality F), location and time are extracted from ARIES crash reports and overlaid on heatmaps to understand the impact of the incident on the interstate traffic. Officer narratives and visual inspection of heatmaps (for example, back of queue) are used to classify the crashes into primary and secondary.

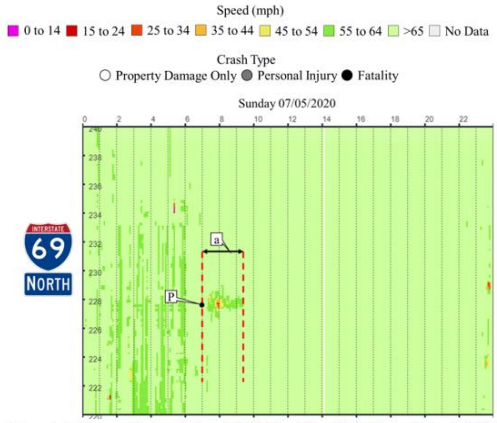


Figure 2. Traffic speed heatmap between Mile Marker 220 and Mile Marker 240 on I-69 NB
Callout (a): Event duration time = 2hrs 25 mins (from 7:00 AM to 9:25 AM)

Figure 1 illustrates a heatmap color-coded by traffic speeds between mile markers (MM) 40 and 60 on I-70 in the west bound (WB) direction of travel on September 24, 2020. At milepost 45.9 at 3:16 PM, a vehicle traveling WB swerved to miss a semi, over corrected and crashed. This incident is identified as the primary crash by callout P on Figure 1. A significant impact on traffic was seen by an approximately 12-mile-long queue (callout b). A secondary crash (callout S) occurred at the back of queueing traffic at around 3:39 PM, causing a trailer and grass surrounding the roadway to catch on fire. The approximate duration of queued traffic was 2 hours and 44 minutes (callout a). Figure 2 illustrates a heatmap color-coded by traffic speeds between MM 220 and 240 on I-69 in the north bound (NB) direction of travel on July 5th, 2020. At milepost 227.6 at 7:00 AM (callout P), a vehicle ran off the edge of the road and oversteered, causing it to roll over multiple times before arriving at final rest in a ditch and causing fatal injuries to the driver. This primary crash resulted in no secondary crashes and caused minor impact to traffic speed reductions for a period of 2 hours and 25 minutes.

An Unmanned Aerial System (UAS) was employed by public safety in order to document the July 5, 2020 crash scenes (Figure 2). The resulting Orth mosaic generated using these UAS images is shown in Figure 3. The locations at which the vehicle initially departed from the roadway before crossing both lanes of NB traffic and stopping at its final rest position have also been shown using callouts. NB lanes of traffic were able to be quickly reopened while the UAS captured the scene above ground. The relatively minor impact on traffic can be observed in Figure 2 where traffic speeds dipped below 45 mph for a very short period of time before returning to free flow conditions. In summary, there was significant traffic congestion (12-mile queue) and a secondary crash associated with the September 24, 200 crash (Figure 1). No UAS was used to map that crash. In contrast, approximately 1000 feet of an I-69 crash scene was mapped on July 5, 2020 with no lane closure and minimal impact on traffic (Figure 2).

PLANNED ACTIVITY: OCCUPANT PROTECTION PROGRAM MANAGEMENT

Planned activity number: M1X-2022-02-PM-00
Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

This project provides funding for program managers to coordinate and oversee the occupant protection initiatives occurring in their assigned region(s). The program management responsibilities include monitoring sub-grantee compliance, performance, promoting education, and enforcement of occupant protection laws. Funds are used for the salary, benefits, and travel costs to conferences and trainings. The diversity of cross-trained regional program managers allows for enhanced flexibility within the TSD.

PROJECT SAFETY IMPACTS

Occupant Protection Program Management is a functional responsibility of each regional program managers' duties. Each program manager will oversee the occupant protection grants for their region(s). The program managers will work with each region and regional specialists to lower their unrestrained collisions and increase the number of occupant protection related citations through grant funding.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist the program managers in collaboration with the LELs, in identifying these counties and providing in-person as well as in-office help to their region(s). Working together the program managers will assist the entire state in reaching performance target C-1, C-2, C-3, C-4, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds for this countermeasure will support the regional program managers monitoring of the occupant protection grants. This countermeasure strategy provides program management to facilitate enforcement for the national mobilizations. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Police Traffic Services	$80,000	$20,000	$0.00

INTENDED SUB-RECIPIENT(S): ICJI-TSD

PLANNED ACTIVITY: STATEWIDE TRAINING

Planned activity number: M1*PT-2022-16-00-00
Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

This project provides for an annual statewide training and collaboration for all sub-grantees and potential sub-grantees. Local communities attend these trainings as part of the TSD's collaboration with the local communities. This assures the presence of active voice in the development, initiation, and implementation of the programs for which funds apportioned under Section 402, 405 and 164 are expended. Trainings are minimally provided in the six separate regions of the state to allow for maximum attendance.

Topics covered include problem identification development, grant management, fraud prevention, legal and/or legislative updates, available funding, training opportunities, and best practices**.** These events are planned to occur during Quarter 2 and 3 of each FY prior to the development of the HSP of the forthcoming FFY. This project additionally provides for a formally structured performance recognition of traffic safety efforts as permitted by specific NHTSA guidance for performance recognition. The Traffic Safety Division Director will provide oversight and monitoring of this project.

The statewide Traffic Safety Conference is funded though this project. The conference also serves as the annual refresher and skills check-off for DRE Officers along with SFST and DRE Instructors. Participants are not charged a fee for attendance and topics include all focus areas of traffic safety to further reinforce the comprehensive theme and nature of traffic safety.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b (FLEX)	405b High Police Traffic Services	$80,000	$20,000	$0.00

INTENDED SUB-RECIPIENT(S): ICJI-TSD

PLANNED ACTIVITY: CLICK IT TO LIVE IT; SLOWER SPEEDS AND SEATBELTS SAVE LIVES

Planned activity number: OP-2022-08-00-00
Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD provides funds to local law enforcement agencies to conduct high visibility enforcement during five specific mobilization periods, supported by sustained enforcement throughout the year, to reinforce voluntary compliance. Events, enforcement techniques and prior performance will be reviewed and approved by the program manager prior to funding.

Click It to Live It (CITLI) is Indiana's primary seat belt and aggressive driving enforcement program as part of Indiana's Comprehensive Highway Injury Reduction Program (CHIRP). CHIRP provides for a comprehensive approach to evidence-based traffic safety enforcement programs at the local level. All CITLI participating agencies must work three national mobilizations (Safe Family Travel, Click it or Ticket and Drive Sober or Get Pulled Over) and three statewide mobilizations. A minimum of 50 percent of grant funds are to be spent during mobilizations periods with an expected equal amount of 10 percent per mobilization, the remaining 50 percent can be used for sustained enforcement as determined by the local agencies, based on local traffic data and community events. Additional restrictions guiding performance may be applied at time of sub-award to promote HVE enforcement during the mobilization periods.

In Indiana over 50% of collisions involving unrestrained passenger vehicle occupants occurred between 12 PM and 6 PM, with a three-hour peak period 3:00 p.m. and 5:59 p.m. During the Click it or Ticket national mobilization all grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.) to directly support the efforts of nighttime seatbelt enforcement. Indiana's DUI Taskforce operations begin at 6:00 p.m. and augment nighttime seatbelt enforcement through HVE while patrolling for impaired drivers, issuing over 750 citations for seatbelt in FY2020.

Regional training is conducted annually where local community representatives are engaged in discussion and collaboration with TSD Staff. One objective of listening for learning is to identify and strategize how to address the highway safety problem at the local level. Applicants utilize county specific data reflecting traffic collisions and injuries to set performance targets and outcome measures. This improves efficiency and allows for data-driven decisions. All programs have a zero-tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations.

Sub-grantees are required to report fiscally and programmatically on a quarterly basis in the IntelliGrants system within 30 days of the end of each FFY quarter. Sub-grantees receiving more than $100,000 in awarded funds will be required to report monthly in the IntelliGrants System. Sub-grantees are also are required to report all enforcement within 20 days of the end of the enforcement period in ICJI's OPO database. Though CITLI is primarily a combination of seatbelt, speed, and impaired driving enforcement, seatbelt enforcement remains the top priority. Applicants can additionally request funding to address other high-risk driving behaviors, should their local data indicate sufficient problem ID.

The use of Drug Recognition Experts (DRE) for drug-related impaired enforcement effort was introduced during FY2018 and has since remained part of the project. Sub-grantees who have DREs in their area(s) will have the ability to utilize funding for DRE's throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

In FY2020 the Law Enforcement Phlebotomy Program was launched in partnership between ICJI, Vincennes University and the Indiana Department of Health. The program works to decrease the time lapse from time of stop to the time in which a sample is obtained, increase the percentage of drivers who are involved in a serious bodily injury or fatal crash are administered a blood test, further remove barriers at the local level for impaired driving enforcement. Funding is used to provide overtime to law enforcement phlebotomists to perform phlebotomy functions.

Sub-grantees for this project are permitted time for administrative functions of this award such as planning and reporting at an amount no more than 10 percent of the total award for CHIRP functions. Within this time agencies are encouraged for officers to conduct public education and outreach at structured events within their community.

Each regional program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 funds for traffic safety enforcement only. Also, that any overtime enforcement activity conducted at community events is only related to traffic safety.

PROJECT SAFETY IMPACTS

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and three statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. Indiana uses this countermeasure and the CLITLI Program as the primary source to satisfy the 402 share to local requirement. This countermeasure compliments others in the occupant protection program area, with high visibility reminding drivers to wear seat belts and community outreach and education working to affect behavior, with a second modality to create sustained behavior modification.

LINKAGE BETWEEN PROGRAM AREA(S)

High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1, C-2, C-3, C-4, B-1, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

High visibility enforcement will also help the state achieve performance targets C-5 and 16.

- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing the number of citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Police Traffic Services	$2,800,000	$700,000	$2,800,000

INTENDED SUB-RECIPIENT(S): Local County and Municipal Law Enforcement Agencies

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PLANNED ACTIVITY: VISIBLE SPEED ENFORCEMENT TEAMS (VSET)

Planned activity number: SE-2022-51-00-00
Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD provides funds to local law enforcement agencies to conduct high visibility enforcement for sustained enforcement to reinforce voluntary compliance and behavior modification. Events and enforcement techniques will be reviewed and approved by the program manager prior to funding.

The Visible Speed Enforcement Teams Grant promotes the use of innovative initiatives among law enforcement agencies to reduce injuries and fatalities related to speed related crashes. ICJI will look to identify innovative projects demonstrating high visibility enforcement of speed violations, such as using police spotters, multiple patrol vehicles, saturation patrols, and other high visibility enforcement strategies to facilitate speed enforcement.

Applicants utilize county specific data reflecting speed related traffic collisions, injuries, and fatalities to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. Enforcement is restricted to roadway types that are two or more lanes and more than one direction. This roadway description narrows the scope of enforcement to more urban areas where speed related crashes increased in 2020. Patrols are required to use three or more officers during the dedicated enforcement patrol to assure HVE is accomplished within the specific section of roadway.

Each regional program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 funds for traffic safety enforcement only.

PROJECT SAFETY IMPACTS

High visibility enforcement has demonstrated to be a proven countermeasure on reducing aggressive and dangerous driving. The Visible Speed Enforcement Teams program is a speed enforcement specific program as part of the Comprehensive Highway Injury Reduction Program (CHIRP) to supplement efforts of Click it To Live it as the primary occupant protection program for Indiana. This program is intended to decrease fatalities and injuries related to speed in Indiana. This countermeasure compliments others affecting behavior with a second modality to create sustained behavior modification.

LINKAGE BETWEEN PROGRAM AREA(S)
High Visibility Enforcement during grant funded activity will discourage violations of the law prohibiting the operation of a motor vehicle in a reckless, aggressive, or dangerous manner. This will provide support to the state in reaching performance targets C-1, C-2, C-3, C-6, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-6 Target: Prevent an increase of speed related collisions to no more than 234 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" of HVE Saturation Patrols for combating aggressive and dangerous driving. These funds are necessary to help reduce our speed related fatalities and increase citations. Driver awareness of enforcement will provide increased general deterrence of aggressive and dangerous.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Police Traffic Services	$700,000	$175,000	$300,000

INTENDED SUB-RECIPIENT(S): County and Municipal Law Enforcement Agencies, Indiana State Police

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PLANNED ACTIVITY: OPERATION BELT UP (OBU)

Planned activity number: M1X-2022-11-00-00
Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION
Operation Belt Up (formerly the Rural Development Project or RDP), has been highly effective in increasing seat belt usage rates in rural areas. Since most unrestrained fatalities occur in rural areas, this enforcement is scheduled to occur prior to the National Safe Family Travel Mobilization. Rural counties are identified using FARS and census data and given top priority to receive funding in this project. Both rural and rural/mixed counties were selected for inclusion based on rates of unrestrained individuals in collisions per 10,000 population. Historically, the top one-third of counties with the highest rates of unrestrained crashes are contacted and asked to participate. Any remaining funding may be distributed to additional counties based on unrestrained crash rates.

Sub-grantees are directed to conduct enforcement patrols utilizing data driven enforcement areas provided by the TSD. Once the enforcement locations and traffic collision maps are made available to

sub-grantees, they are required to write a descriptive enforcement plan. Sub-grantees are directed to report fiscally and programmatically within 30 days of the end of the enforcement period through the IntelliGrants system. Speed enforcement is encouraged as a detection technique to identify unrestrained occupants, due to it being factor in about 16% of unrestrained fatal collisions. DUI, and other projects are not eligible for these enforcement funds. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Assigned program managers will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 405B Occupant Protection funds for appropriate enforcement activities.

PROJECT SAFETY IMPACTS

The sustained enforcement strategy is utilized by Operation Belt Up in rural counties. Data shows that often rural counties have more unrestrained collision per 10,000 population than many urban counties. Providing funds for enforcement periods outside of blitzes assures sustained enforcement in critical areas and will alert drivers that officers are watching for seatbelt violations at times other than the national blitzes.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in providing for sustained enforcement outside of the national blitz periods. This will drive the "police are everywhere" general deterrence for the motoring public. This countermeasure strategy is not part of the national mobilizations. This countermeasure strategy was selected due to unrestrained fatalities occurring throughout the year. There is a need for seat belt enforcement to continue throughout the year to decrease this number. This will help the state in meeting performance targets C-1, C-2, C-3, C-4, B-1, 13, and 14, and the other performance targets at large.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

In 2019, there were 470 fatalities in rural Indiana (61% of all fatalities), and 37.4% of rural fatalities were unrestrained. In 2020, there were 524 fatalities in rural Indiana (58% of all fatalities), and 15.4% of rural fatalities were unrestrained. The funds will assist in providing an additional mobilization for rural Indiana counties with support for sustained enforcement. The mobilization will occur prior to the National Safe Family Travels mobilization. This countermeasure strategy is not part of the national mobilizations.

This countermeasure strategy was selected due to unrestrained fatalities occurring throughout the year. There is a need for seat belt enforcement to continue throughout the year to decrease this number. Driver awareness of continued enforcement will provide increased general deterrence of unrestrained driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Occupant Protection	$80,000	$20,000	$80,000

INTENDED SUB-RECIPIENT(S): Local County and Municipal Law Enforcement Agencies

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PLANNED ACTIVITY: LAW ENFORCEMENT LIAISONS

Planned activity number: CP-2022-34-00-00
Countermeasure Strategy: Community Traffic Safety Programs

PLANNED ACTIVITY DESCRIPTION

Active law enforcement participation in traffic safety enforcement programs is a proven method to reduce traffic related fatalities. The TSD plans to conduct five mobilization campaigns. These campaigns include Click It or Ticket, Drive Sober or Get Pulled Over and the national holiday travel enforcement campaign. The TSD also conducts statewide mobilizations near St. Patrick's Day as a Dangerous Driving Campaign. 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 (LELs).

This project provides funding for six regional LELs. LELs are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and facilitating effective accurate traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines during onsite monitoring, desk reviews, and review of programmatic and fiscal reporting for completeness and accuracy. The LELs also help their assigned agencies with the coordination of media events during five overtime enforcement periods (this includes two national and three statewide mobilizations) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and supplies required to complete the duties as assigned.

The Statewide Services Program Manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

The LELs provide support to police departments, by providing them with guidance and monitoring of grant activities. They also notify departments in their region about new grant opportunities they are eligible to apply for. LELs are the first line compliance monitors for traffic safety grants management. This countermeasure and planned activity assist the others, by providing external agency support to police departments applying for occupant protection and other grants and provide data analysis information specific to each county.

LINKAGE BETWEEN PROGRAM AREA(S)
The funds will be used to assist LELs to provide law enforcement agencies information about high collision areas. The LELs will be able to work closely with those agencies that receive CHIRP funds which will help Indiana meet the unrestrained fatality target for FY 2022. The travel funds are monitored to assure necessary and reasonable onsite support to agencies in need. This will assist the state in reaching performance target C-1, C-3, C-4, C-5, 13, 14, and 16, and will have an impact on the remaining performance targets at large.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds provide for LELs who will provide law enforcement agencies information about high collision areas. This countermeasure was selected as LELs are regionally based and in connection with local level barriers affecting law enforcement agencies. The six regions each have a liaison. This allows law enforcement agencies to have access to a person familiar with their geographical region and challenges who is experienced with law enforcement specific tasks.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Community Traffic Safety Project	$495,000	$123,750	$0.00

INTENDED SUB-RECIPIENT(S): ICJI-TSD

PLANNED ACTIVITY: INDIANA STATE POLICE OPS: Occupant Protection Strategies

Planned activity number: OP-2022-13-00-00
Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION
Funding is provided to ISP to enforce occupant protection traffic laws. Troopers conduct saturation patrols to combat dangerous driving, seat belt violations, speed violations and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of four separate projects:

- Combined Accident Reduction Effort (CARE): Targets peak holiday travel periods on major roadways.
- Click it to Live it: Target's occupant protection violations, speed, and dangerous driving.
- Selective Traffic Enforcement Project (STEP): Targets all crash causation violations on all roads, except interstates.
- Visible Speed Enforcement Teams (VSET): Speed specific enforcement on two or more lane roadways.

All programs have a zero-tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. During the National Click it or Ticket (CIOT) Mobilization for seat belt enforcement at least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). ISP directs enforcement concentration within each enforcement district utilizing crash data.

The ISP participates and supports the National Mobilization for Impaired Driving through the ISP DUIEP Project. The ISP provides a strategic operations plan with the identified areas of enforcement for each performance reporting period. ISP is required to report fiscally and programmatically on a quarterly basis in the IntelliGrants System. They are also required to report all enforcement within 20 days of the end of each month or National Mobilization Period to ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, supplies, and travel.

The FY2022 HSP continues the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. ISP Districts which have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of funds for appropriate enforcement activities.

PROJECT SAFETY IMPACTS

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and two statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. Indiana uses this countermeasure strategy through CHIRP and specifically Click it to Live it. This countermeasure includes participation in the national mobilizations as well as creating additional statewide mobilizations. This countermeasure compliments others in the occupant protection program area, with use of high visibility enforcement to remind drivers to wear seatbelts and the other countermeasure focus on enforcement all year round.

LINKAGE BETWEEN PROGRAM AREA(S)

High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1, C-3, C-4, B-1, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.

- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

High visibility enforcement will also help the state achieve performance targets C-5 and 16.

- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Occupant Protection	$600,000	$150,000	$0

INTENDED SUB-RECIPIENT(S): Indiana State Police

PLANNED ACTIVITY: CRASH MAPPING SECONDARY CRASH REDUCTION (CMAP)

Planned activity number: RS-2022-14-00-00
Countermeasure Strategy: Distracted Driver, Speed Reduction

PLANNED ACTIVITY DESCRIPTION
The developed protocol can be used for standardized data acquisition, with minimal training, which ensures the quality of the derived products (i.e., scaled ortho-rectified images and 3D models of the crash scene). To date, data processing and reduction activities have been conducted at Purdue University using Pix4D – commercially available SW package. Expanding the use of this technology beyond TCSO throughout the State of Indiana can be achieved through 1) training workshops focusing on system deployment, site preparation, mission planning, flight data acquisition, and flight data download; and 2) development of a common data processing/reduction strategy and delivery of the final products.

One model for data processing and product delivery could be based on providing access to individual police offices throughout the State of Indiana with piX4D license as well as establishing a protocol for data processing, quality control/assessment, and product generation. Another alternative is having a

single data processing center that takes care of these activities. The latter model would be more economical (each Pix4D license would cost $3,400). Moreover, it would facilitate common processing standards, faster mapping, and consistent product quality (sporadic processing activities would be more time consuming as the individuals would need to be re-acquainted with the data processing steps, which could also lead to inconsistencies in the quality of the delivered products). This proposal aims at establishing a UAS-based data processing center for crash scene documentation.

Timely processing and clearing of complex crash scenes require access to properly trained and proficient investigators. Crash investigators much like Drug Recognition Expert (DRE) Officers must complete specific trainings for certification. Through partnership with the Indiana Association of Certified Accident Investigators, ICJI will facilitate crash reconstruction training to expand the number of certified crash reconstructionist in Indiana, integrating the use of the Indiana Crash Mapping Center at the Purdue University – Joint Transportation Research Program.

PROJECT SAFETY IMPACTS

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost-effective technology for crash scene mapping. During the past two years, Purdue University has been working closely with the Tippecanoe County Sheriff's Office (TCSO) to establish a protocol for the UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation. The established protocol includes step-by-step guidelines for system setup, deployment, mission planning, site preparation, pilot training, data transfer, and post-processing. Several case studies have illustrated the reliability of the derived protocol as well as the feasibility of its use for the documentation of day and nighttime crash scenes.

LINKAGE BETWEEN PROGRAM AREA(S)

Traffic queuing from the extended roadway clearance times from significant incidents such as fatalities, hazardous materials, or commercial motor vehicle is a leading cause of secondary crashes. An unknown specific number, but representative portion of the secondary crashes result in a fatality from a non-fatality incident. Applying quick clearance methods will reduce the amount of roadway queuing and in turn reduce the number of secondary collisions. This will assist the state in reaching performance target C-1, C-2, C-3, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist with the use of UAS's for crash scene mapping provides. UAS's provide significant benefit by minimizing the time required to obtain comprehensive crash scene photos and measurements. These techniques have been demonstrated to provide equal, if not better, accuracy as traditional close-range (terrestrial) photogrammetric techniques. Reducing the time required to document a crash scene reduces exposure of first responders to traffic hazards and reduces the risk of secondary crashes. This is not part of the national mobilizations.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Roadway Safety	$450,000	$112,500	$0

INTENDED SUB-RECIPIENT(S): Purdue University, Indiana Association of Certified Accident Investigators

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PLANNED ACTIVITY: SPEED ENFORCEMENT RADAR AND LIDAR

Planned activity number: FDL*SE-2022-12-00-00
Countermeasure Strategy: Speed Enforcement

PLANNED ACTIVITY DESCRIPTION
This equipment will be used as an integrated resource in three HSP projects to necessary speed enforcement equipment. The State establishes for accounting purposes a separate Planned Project Number of FDL*SE-2022-12-00-00. The equipment stated within this project is incorporated as a function of the planned activities:

INDIANA STATE POLICE OPS: OCCUPANT PROTECTION STRATEGIES
Planned activity number: OP-2022-13-00-00

VISIBLE SPEED ENFORCEMENT TEAMS (VSET)
Planned activity number: SE-2022-51-00-00

CLICK IT TO LIVE IT; SLOWER SPEEDS AND SEATBELTS SAVE LIVES
Planned activity number: OP-2022-08-00-00

PROJECT SAFETY IMPACTS
Law enforcement officers participate in multiple projects designed to reduce the number of alcohol-involved crashes. Proper screening for the presence of alcohol at the field level confirms or eliminates alcohol as a contributing factor of impairment. Quick accessibility to a portable breath test (PBT) instrument allows the officer to move forward with an investigation for alcohol impairment. PBT fuel cells have a limited life span and require regular calibration or replacement when the fuel cell is exhausted.

LINKAGE BETWEEN PROGRAM AREA(S)
There were an estimated that 114 fatal collisions in 2019 that involved a driver with a BAC of .08 or above. In 2019, there were a total of 3,815 impaired collisions, with alcohol as a contributing factor. In 2020 there were 5,329 impaired collisions, with alcohol listed as a contributing factor, with 82 resulting in a fatality. Indiana law enforcement agencies receive PBTs to either replace failing units or increase availability moving to a one-to-one ratio of equipment. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist law enforcement agencies with access and availability to reliable PBTs. Inadequate, outdated, and those PBT's not regularly verified for accuracy may not provide reliable results identifying alcohol as an impairment factor. To effectively detect, identify, and remove impaired drivers from Indiana roadways quality PBTs are a necessary tool. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$50,000	$0	$50,000

INTENDED SUB-RECIPIENT(S): Local City/County Law Enforcement

PLANNED ACTIVITY: TRCC PROCESSES IMPROVEMENT PROGRAM (TRCC-PIP)

Planned activity number: M3DA-2022-43-00-00
Countermeasure Strategy: Crash Records Improvement

PLANNED ACTIVITY DESCRIPTION

The establishment of a statewide Traffic Records Coordinating Committee (TRCC) is a National Highway Traffic Safety Administration recommended practice and required for a state to receive federal funding for traffic records systems under 23 U.S.C. 405(c). The TRCC must be chartered or legally mandated and meet at least three times a year. It must also have a designated coordinator and a multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury data systems; highway safety, infrastructure, law enforcement and adjudication officials; and public health, emergency medical services, injury control, driver licensing and motor carrier agencies.

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, has requested assistance from the Governors Highway Safety Association's Consulting Services Initiative (CSI) to conduct a comprehensive review of the functional processes and collaboration of its TRCC, offer recommendations for improvement and provide on-call guidance to the TRCC coordinator tasked with implementing the recommendations (Task 1). In addition, CSI will assess and provide recommendations regarding the utility, quality, timeliness, and value of Indiana's Traffic Safety Fact Sheets (Fact Sheets), which are

produced annually to assess the completeness and accuracy of Indiana's Crash Record Database (ARIES). The ICJI utilizes the Fact Sheets as one data source to develop its annual HSP, while ICJI sub-recipients reference the problem ID data in their grant proposals. The Fact Sheets are also used by safety stakeholders, the media, and other audiences.

Task 1: For the TRCC review, the CSI Consultant would examine the most recent TRCC Assessment Report, Traffic Records Strategic Plan, current TRCC structure and membership roster, meeting minutes for the past two years and other relevant documents. The Consultant would also audit (in-person or via telephone) a TRCC meeting and meet one-on-one with the TSD Director, TRCC Coordinator and several members as appropriate to gather background information relevant to the review. The Consultant would leverage resources such as the Federal Highway Administration's *State Traffic Records Coordinating Committee Noteworthy Practices Guide,* NHTSA's *Model Performance Measures for State Traffic Records Systems* and GHSA's *Management Review Commendations Report* to identify opportunities to improve and/or strengthen Indiana's current TRCC.

Task 2: To assess the Traffic Safety Fact Sheets, the Consultant would review several years of Fact Sheets and then meet (in-person or via telephone) with the TSD Director and/or a designee to discuss their purpose, target audience, usefulness, and timeliness. During this discussion, the Consultant would also ask about other data sources and reports that are currently available for use by ICJI and other stakeholders. The Consultant, with ICJI's assistance, would identify and survey current and potential users about the Fact Sheets' utility and value as well as data/information gaps. The Consultant would summarize the interview and survey results, along with the findings of any additional research (i.e., review of other data sources, reports), in a brief and make a recommendation regarding the Fact Sheets' status (i.e., continue, revise, discontinue). The brief would be submitted electronically to the ICJI and the consultant would be available to meet by phone to answer any questions following its review.
The Consultant would begin work on the project no earlier than October 1, 2020 (pending final grant or contract approval between GHSA and ICJI). The Consultant would schedule a kick-off call with the ICIJ on a mutually agreed upon date to review and finalize the project scope, request all relevant documentation, and identify potential onsite meeting dates. Following receipt and review of all materials, the consultant would develop interview and survey questions for both tasks and work with the ICIJ Director and/or designee to identify who would be interviewed and/or surveyed. Interviews would be conducted either in-person or by telephone, while the survey would be emailed to the recipients. Both tasks would be completed no more than 60 days following project launch.

Once all research was completed, no more than 45 days later the consultant would draft the Task 1 recommendation report and Task 2 brief and submit both electronically to the ICIJ for review and comment. The Consultant would be available for a call at a mutually agreed upon date to address any questions the ICIJ may have about both documents. If no call is needed, ICIJ would provide electronic feedback to the Consultant within 20 business days of receiving the report and brief. Over the next 15 business days, the ICIJ and the Consultant would work to resolve all open questions/issues to produce final documents. The final version of the Task 1 report and Task 2 brief (in Microsoft Word) would be provided electronically to ICIJ on or before March 31, 2021. The Consultant would be available to provide on-call guidance to the TRCC Coordinator via phone and/or email through September 30, 2021.

A total of 175 hours is estimated for this project with total consulting costs not to exceed $22,750 with travel expenses as allowable by Indiana guidelines. Reimbursement for all Consultant travel expenses (e.g., air, hotel, ground transportation, meals) associated with this project would be billed separately and handled in accordance with ICIJ policies and procedures.

Any additional hours required to fully complete this project would be billed at a rate of $190/hour or $100/hour based on the Consultant and would require pre-approval by the ICJI.

PROJECT SAFETY IMPACTS
All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Traffic Records	$80,000	$20,000	$0

INTENDED SUB-RECIPIENT(S): GHSA - CSI

PLANNED ACTIVITY: TRAFFIC RECORDS RESEARCH AND ANALYSIS OF DATA (IU-PPI)

Planned activity number: CP-2022-41-00-00
Countermeasure Strategy: Crash Records Improvement

PLANNED ACTIVITY DESCRIPTION
This project supports services provided by Indiana University's Public Policy Institute (PPI), including the identification of data inconstancy from lack of completeness of current data fields. Motor vehicle crash trends are developed, and completeness of identified trends are identified, and a baseline established. Currently Indiana is assessing and measuring the number of toxicology results reported when a sample was obtained, the number of surviving and fatally injured drivers tested in fatal crashes, and the timeliness of when these records are updated with toxicology results.

The resulting analysis provides for the creation of the Indiana Traffic Safety Fact Sheets, a Strategies for Reducing Traffic Deaths and Injuries Book, and an Indiana County Profiles Book demonstrating quantifiable and measurable improvement to the accessibility of crash records. The fact sheets contain traffic-related data for the following categories: Problem Identification, Impaired Driving, Children, Young Drivers, Speed and Dangerous Driving, Motorcycles, Non-Motorists, Commercial Vehicles, Work Zones, and Occupant Protection.

The TSD and TRCC utilizes the accessibility of the analyzed crash data from these publications to help set performance measures and distributes these publications to sub-grantees to incorporate into their grant applications. PPI also provides the TSD with ad hoc data queries when requested. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS
Traffic Records analysis provides necessary information in each specific program area and identifies reporting areas of crash records where additional education is needed.

LINKAGE BETWEEN PROGRAM AREA(S)
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. Funding source selection for this project is 402, as the records assess for completeness and accuracy

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Community Traffic Safety Program	$250,000	$62,500	$0

INTENDED SUB-RECIPIENT(S): Indiana University Public Policy Institute

PLANNED ACTIVITY: PURDUE UNIVERSITY CENTER FOR ROAD SAFETY (CRS)

Planned activity number: M1*TR-2022-42-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: Crash
Targeted Improvement Action: Accuracy, Completeness, Accessibility

PLANNED ACTIVITY DESCRIPTION

The Center for Road Safety (CRS) located at Purdue University conducts the annual seatbelt use survey throughout the State on behalf of the TSD.

CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. CRS assists ICJI by improving observational seat belt survey design within compliance to 23 CFR part 1340, and training observers on how to correctly obtain data. Once the surveys are complete, CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class.

CRS will continue to update and maintain the developed SNAP road screening tool. This tool allows TSD to quickly screen roads and areas to study distribution of multiple-year crashes in the Indiana road network. The user will be able to select criteria that meet the safety analysis and traffic enforcement needs. The results will include aggregated crash counts and costs on road segments, intersections, and counties.

Starting in FY2022 CRS will begin a statistical analysis and research partnership with TSD. CRS will analyze data and look to identify emerging trends that can be utilized as problem ID for future programs. This will include ad hoc data requests as necessary.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

- C-1 Target: Reduce fatalities from 896 in 2020 to no more than 876 in 2022.
- C-2 Target: Reduce serious injuries in traffic crashes from 2,650 in 2020 to no more than 2,543 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT from 1.18 in 2020 to no more than 1.14 in 2022.
- C-10 Target: Reduce pedestrian fatalities from 103 in 2020 to no more than 98 in 2022.
- C-11 Target: Reduce bicyclist fatalities from 18 in 2020 to no more than 15 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. Funding source selection for this project is 405b HIGH, as the records assess for completeness and accuracy

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b HIGH (FLEX)	Traffic Records	$300,000	$75,000	$0

INTENDED SUB-RECIPIENT(S): Purdue University Center for Road Safety

FY 2022

Indiana Criminal Justice Institute

CHILD PASSENGER SAFETY

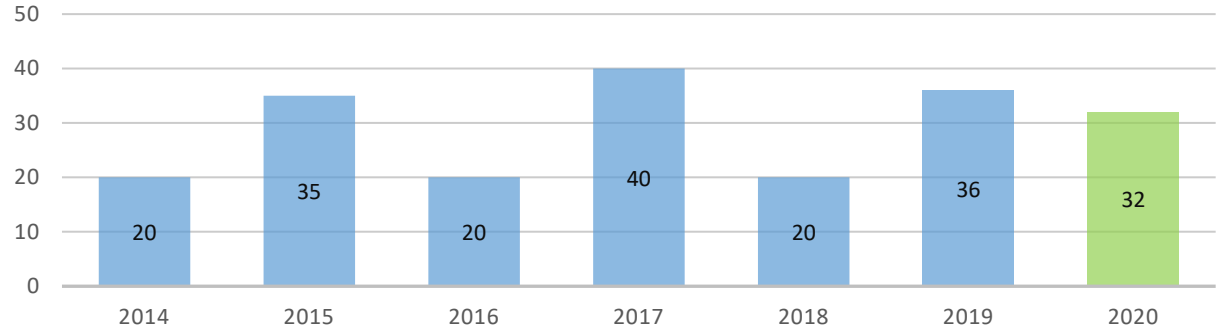
PROGRAM AREA: CHILD PASSENGER SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

There was a 11% decrease in the number of children (ages 0 to 15 years) killed in traffic collisions from 2020 (32) compared to 2019 (36). There is a projected 80% increase in the number of children killed in traffic collisions from 2018 to 2019 (36). Out of the 36 child fatalities in 2019, nine (9) of them were reported to be properly restrained. In 2018, 0 bicyclists and 8 pedestrians from this age group died in collisions. In 2019, 1 child bicyclist and 8 child pedestrians died in collisions

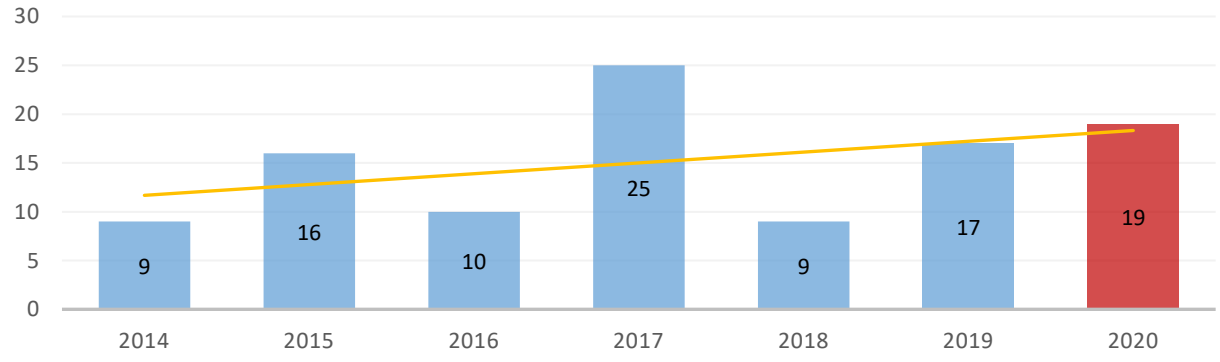
In 2018 a total of 1,930 children ages 8 to 15 years old were involved in collisions. This age group also had the lowest restraint usage rate of any child age group in collisions, 87.6% for 8-12 years and 84.2% for 13-14 years. A total of 779 children ages 4-7 were involved in collisions in 2018, and 11.4% were unrestrained. In the same year, 642 children ages 0-3 were involved in collisions, and 8.3% were unrestrained. Over 70% of child involved collisions occurred in urban areas. “Failure to yield right of way”, “following too closely”, and “disregarding a signal” were the top three primary factors that contributed to the most child injuries in collisions.

Figure 27. Children Aged 15 and Under Killed in Traffic Collisions



Source: 2014-19, FARS; 2020, ARIES

Figure 28. Children Aged 7 and Under Killed in Traffic Collisions with 7-Year Trend Line



Source: ARIES

Figure 29. Children involved in Indiana traffic collisions by person type, 2019. Source: ARIES, Graphic IU-PPI

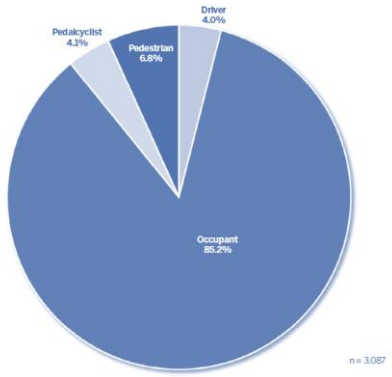


Figure 30. Children involved in Indiana collisions by census locale, 2019. Source ARIES, Graphic IU-PPI

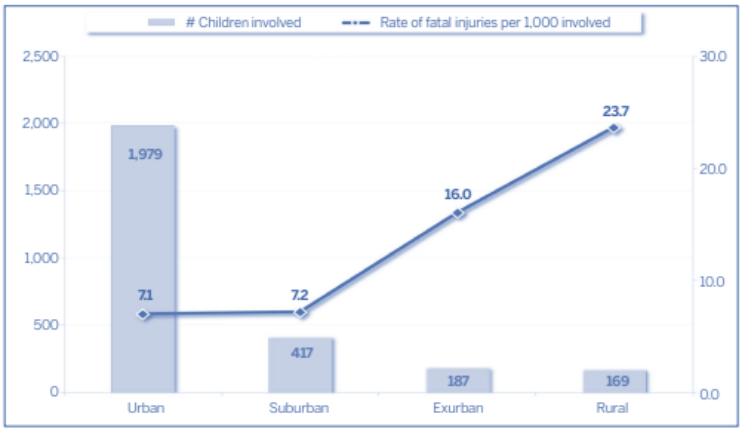
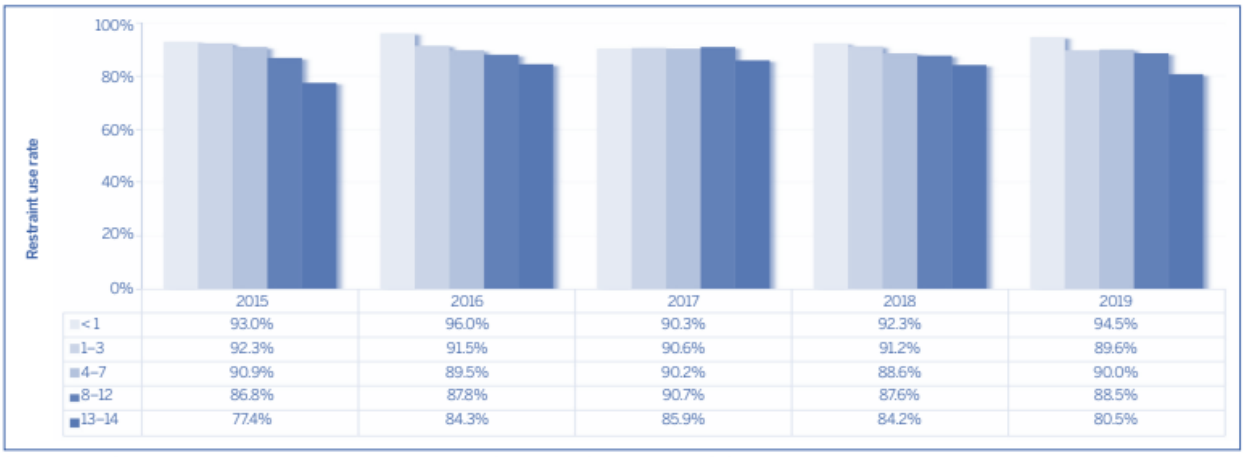


Figure 31. Restraint use among children involved in Indiana traffic collisions, by age group 2015-2019. Source: ARIES, Graphic IUPPI



	2015	2016	2017	2018	2019
<1	93.0%	96.0%	90.3%	92.3%	94.5%
1–3	92.3%	91.5%	90.6%	91.2%	89.6%
4–7	90.9%	89.5%	90.2%	88.6%	90.0%
8–12	86.8%	87.8%	90.7%	87.6%	88.5%
13–14	77.4%	84.3%	85.9%	84.2%	80.5%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Notes:
1) Restraint use rates are calculated based on individuals identified as occupant or driver where restraint use was known.
2) Unrestrained and unknown restraint use codes are included in totals for restraint use rate calculations.
3) Restraint use rates are limited to those occurring in passenger vehicles (defined as passenger cars, pickup trucks, sport utility vehicles, and vans).

While more children were involved in crashes in urban areas in Indiana, those areas had the lowest rates of child fatal injuries (Figure 8). In 2019, the fatal injury rate per 1,000 children involved was similar in urban and suburban areas (7 per 1,000) but higher in exurban (16 per 1,000) and rural (24 per 1,000) areas. The map on page 9 illustrates county-level injury rates per 1,000 children involved in traffic collisions. The median traffic injury rate per 1,000 for children 14 and younger was 2.0, the same as the previous year. The five counties with the highest injury rates in 2019 were Parke (4.3), Cass (4.3), Martin (4.2), Tipton (4.0), and Sullivan (3.7). There were six counties that had a traffic injury rate per 1,000 children of zero: Newton, Benton, and Warren counties in ICJI Traffic Safety Division Service Region 1; Blackford (Region 2), Switzerland (Region 6), and Spencer (Region 5).

Figure 32. Leftt: Permanent Fitting Stations per County, shown by TSD Region, Right: At-Risk Injury Rates by County, Injuries Children Under 15 (Source: IUPPI)

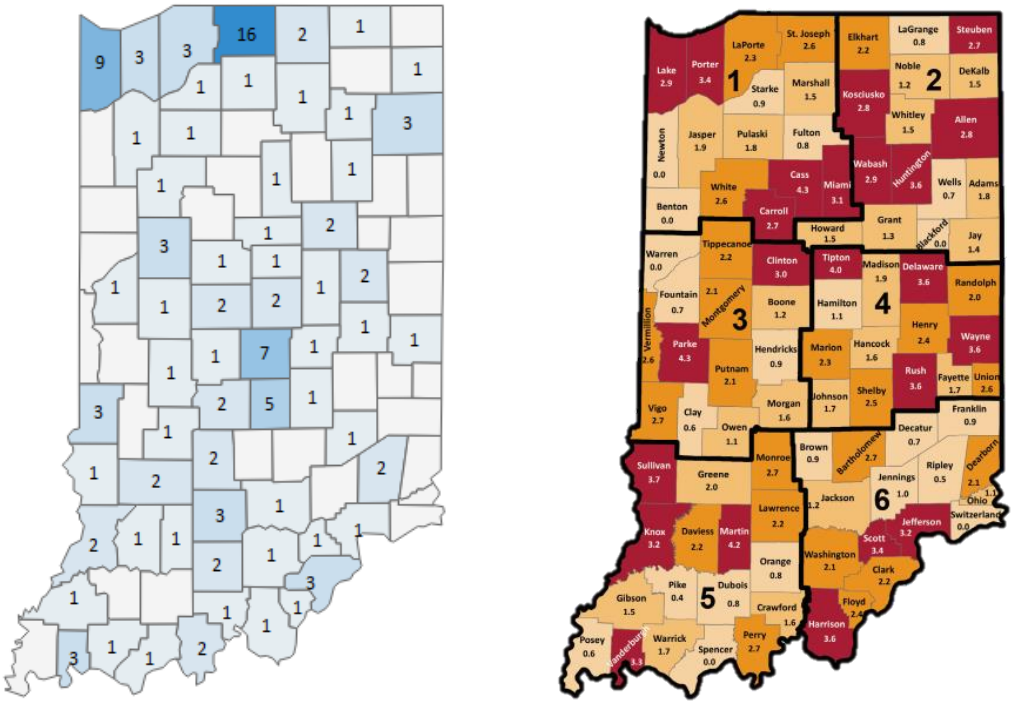
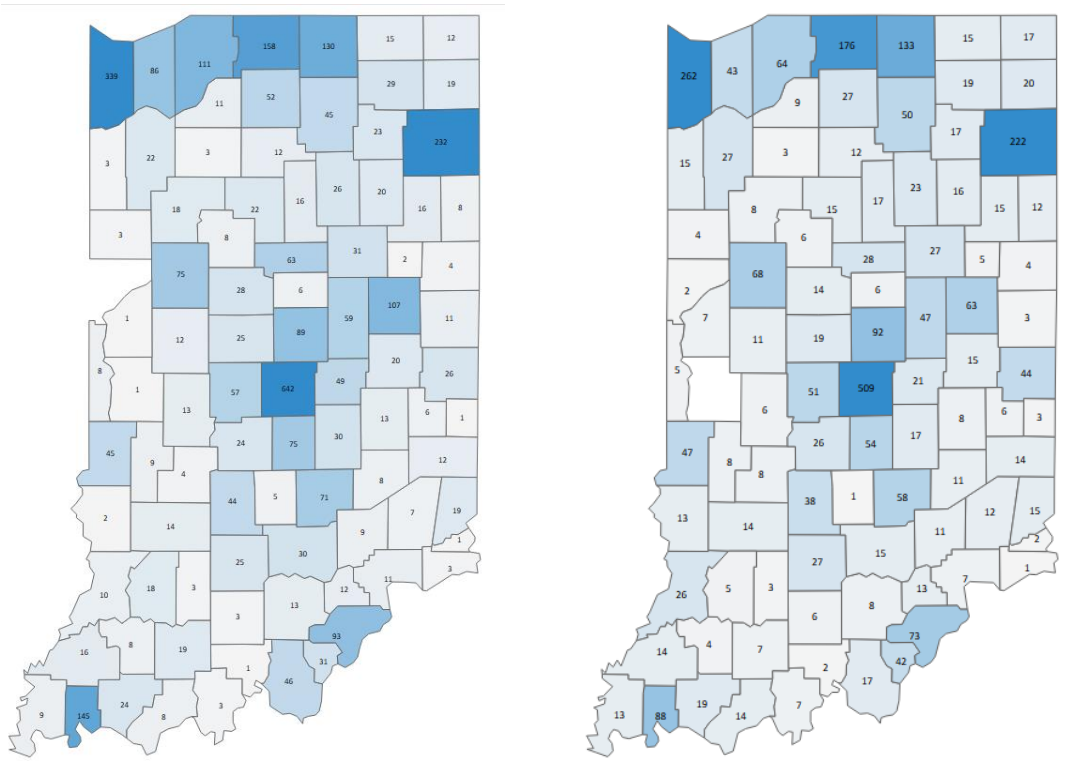


Figure 33: Children age 14 and under involved in collisions in 2019. (Left), Children age 14 and under involved in collisions in 2020. (Right) Source: ARIES



PLANNED ACTIVITY: CHILD PASSENGER SAFETY AND YOUNG DRIVER PROGRAM MANAGEMENT

Planned activity number: M1X-2022-02-PM-00
Countermeasure Strategy: Highway Safety Office Program Management Child Safety

PLANNED ACTIVITY DESCRIPTION
This project funds a program manager to oversee Child Passenger Safety and teen driver programs. Salary, benefits, and travel costs will be paid for by this project.

The Traffic Safety Director will provide monitoring and oversight of this project.

PROJECT SAFETY IMPACTS
The child safety coordinator will oversee the teen driving and child safety grants for ICJI. The program manager will assist those applying for child safety and teen driver grant funding.

LINKAGE BETWEEN PROGRAM AREA(S)
Each traffic safety division region has at least one county that has more than 50 young driver collisions. The program manager will help the Child Passenger Safety Regional Facilitators in identifying these counties and providing in-person and in-office help to lower those collision numbers. This will assist the state in meeting performance targets C-1, C-2, C-3, 13, 14, 17, and 18.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.
- 18 Target: Prevent an increase in the traffic fatalities of children and 7 and under to no more than 17 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
This does not include funds for management of the national mobilizations. This countermeasure strategy was selected due to required monitoring of child passenger programs by an ICJI staff member. The program manager can monitor the child restraint grant funded activities and young driver grant funded activities.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Occupant Protection	$80,000	$20,000	$0

INTENDED SUB-RECIPIENT(S): ICJI-TSD

PLANNED ACTIVITY: CHILD RESTRAINT SYSTEM INSPECTION STATION(S)

Planned activity number: M1CSS-2022-03-CS-00
Countermeasure Strategy: Child Restraint System Inspection Station(s)

PLANNED ACTIVITY DESCRIPTION

Funds will be utilized to fund the necessary child restraints for a network of permanent fitting stations (PFS) across Indiana. PFS have at least one certified child passenger safety technician available for educating, providing car seats (when appropriate), and advocating for child occupant protection.

Currently, there are approximately 123 PFSs throughout Indiana in 62 counties (see Appendix for a list of Indiana counties with a PFS). The TSD will also provide funding to PFSs to provide child restraints at special events and one day clinics. The assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to children under the age of 15.

Inspection stations provide parents and other caregivers with “hands-on” education and assistance with the learning the proper installation and use of child restraints. The inspection stations educate parents, as well as support a network of coalitions / chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the other countermeasures by focusing on getting children in the proper sized restraint based on their age and ensuring proper installation. Emphasis should be placed on this age group by making sure parents understand that children this age group need to wear a seat belt minimally, but some should likely still be using a booster seat. CPS technicians can convey this to parents when they stop at the PFS for assistance.

ICJI utilizes the NSC: National Digital Check-up Form as a mandatory item for every inspection to effectively track activity and data. This technology will allow the TSD staff to access check-up forms more readily and analyze them more accurately. ICJI provides electronic data tablets, input devices, and security storage protectors for each device to every fitting station to facilitate data collection. This countermeasure is focused on eliminating barriers between the TSD and the community by collecting and investigating specific needs associated with inspection stations. This planned activity will contribute to the child restraint program while also providing the TSD with accurate data related to the use, distribution, and inspection of child restraints in Indiana. Future analysis of this data will better inform the need, usefulness, and allocation of funds associated with Child Passenger/Seat Belts.

This project will fund the purchase, maintenance, or replacement of additional iPads and cases for Indiana’s child restraint fitting stations with cases to utilize the electronic check-up form. This electronic format will provide staff at the inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. ICJI staff can run more accurate and timely reports through this newly created database. ICJI has purchased iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. This project additionally funds the purchase of child restraint seats to be distributed by technicians using the PFS Network across Indiana.

PROJECT SAFETY IMPACTS

Inspection stations provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints to combat improper use. Inspection stations utilize technicians to educate parents, but also support a network of coalitions and chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the

other countermeasures by focusing on the proper restraint and usage for children based on their age, size, and developmental needs.

LINKAGE BETWEEN PROGRAM AREA(S)
The funds will assist in training Child Passenger Safety Technicians who have the knowledge and skill to convey proper restraint information to parents when they schedule an appointment at a fitting station. Technicians must complete the National Safe Kid Certification to staff stations. The problem ID section reveals that children ages 8 to 14 years old used restraints the least of any age group. This suggests that further parent education is required to ensure parents understand that children of this age need to wear a seat belt at minimum, but some should likely still be using a booster seat. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, 13, 14, 17, and 18.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.
- 18 Target: Prevent an increase in the traffic fatalities of children and 7 and under to no more than 17 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High CSS Purchase/Distribution	$35,000	$8,750	$0

INTENDED SUB-RECIPIENT(S): ICJI-TSD

PLANNED ACTIVITY: CHILD PASSENGER SAFETY TRAINING PROGRAM

Planned activity number: M1X-2022-05-CS-00
Countermeasure Strategy: Safe Kids Program

PLANNED ACTIVITY DESCRIPTION
The TSD provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This program specifically provides support and educational effort of the 8-15 age group which is reflected at the most at-risk age group by data for both fatal and non-fatal injuries, with the highest age

group for non-restraint use. Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager (specific to occupant protection programs), one dedicated full-time Child Passenger Safety Program Training Facilitator, one full-time Program Director, and allows for one non-English speaking facilitator. Every staff member receiving compensation from this project must minimally maintain certification as a Child Passenger Safety Technician (CPST).

The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

- NHTSA child safety seat technician and instructor trainings for emergency personnel and other interested individuals.
- Basic awareness courses for emergency personnel and other interested individuals.
- Child Passenger Safety refresher courses for technicians and instructors.
- The planning and hosting of a Child Passenger Safety Conference.
- Statewide outreach on properly restraining children to non-English speaking populations.
- Safe Kids Indiana supports a network of coalitions and chapters across the state. These chapters and coalitions are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.
- A program designed for the classroom to teach the importance of belt use for children 8-12. This program is entitled *Belt Abouts* and will be provided through the Safe Kids Indiana network.

Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all children under 15.

PROJECT GOALS

- Three Child Passenger Safety Technician Courses to be held within each of the six (6) geographical regions of the ICJI Traffic Safety Division, with priority in delivery directed to fall of 2021 and spring of 2022.
- One Regional Refresher Course within each of the six (6) geographical regions of the ICJI Traffic Safety Division during the spring of 2022.
- One Statewide Child Passenger Safety Conference to provide no less than 12 hours of content of which will be eligible to qualify for continuing education credits towards CPST Recertification, capable of accommodating a minimum of 200 attendees.
- 180-240 New Child Passenger Safety Technicians, renewal of 70% or greater of the currently eligible technicians for recertification to maintain a working level of technicians between 1,500 to 1,800.
- Increase clinics and stations by 30%, Minimum of 88 Urban, 37 Rural and 3 specific At-Risk Areas

PROJECT SAFETY IMPACTS

The TSD provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children under 15 who could be seriously injured or killed in a vehicle crash. Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager, one dedicated full-time Child Passenger Safety Program facilitator, one full-time support administrator, and one non-English speaking facilitator. The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in reducing the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, C-4, 13, 14, 17, and 18.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.
- 18 Target: Prevent an increase in the traffic fatalities of children and 7 and under to no more than 17 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

Figure 34. Child Passenger Safety Program Activity

Automotive Safety Program Activity						
Years	**Clinics**	**New Technicians**	**New Law Enforcement Technicians**	**Total Technicians**	**Inspected Car Seats**	**Car Seats Deemed Defective**
2017	49	305	18	1,106	1,910	1,333
2018	66	364	20	1,513	1,513	957
2019	48	281	22	1,361	961	655
2020	29	207	12	1,574	528	366

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Community CPS Services	$365,000	$91,250	$0

INTENDED SUB-RECIPIENT(S): Indiana University – Automotive Safety Program

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PLANNED ACTIVITY: CHILD PASSENGER SAFETY SPECIALIST (CPSS'S)

Planned activity number: M1X-2022-35-CS-00

Countermeasure Strategy: Community Traffic Safety Programs

PLANNED ACTIVITY DESCRIPTION

Utilizing funds to reduce the number of children under 15 who could be seriously injured or killed in a vehicle crash. Funding allows for contracting of six part-time Child Passenger Safety Specialists (CPSS's). The CPSS's are charged with the responsibility to increase the number of fitting stations within their assigned region and facilitate CPST retention by completing the necessary seat checks, community events, and sourcing continuing education credits. CPSS's are additionally responsible for conducting annual site visits with each fitting station to ensure accurate reporting of inspections, stock rotation, and availability of technicians for inspections. The primary program goal is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. The contracts will allow for personnel costs, travel to fitting station sites, and travel/fees related to CPS specific conferences. Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.

PROJECT SAFETY IMPACTS

The TSD provides funding to operate and manage a network of child passenger safety fitting stations across Indiana. Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in reducing the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, C-4, 13, 14, 17, and 18.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.
- 18 Target: Prevent an increase in the traffic fatalities of children and 7 and under to no more than 17 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b	405b High Community CPS Services	$150,000	$37,500	$0

INTENDED SUB-RECIPIENT(S): ICJ-TSD

FY 2022

Indiana Criminal Justice Institute

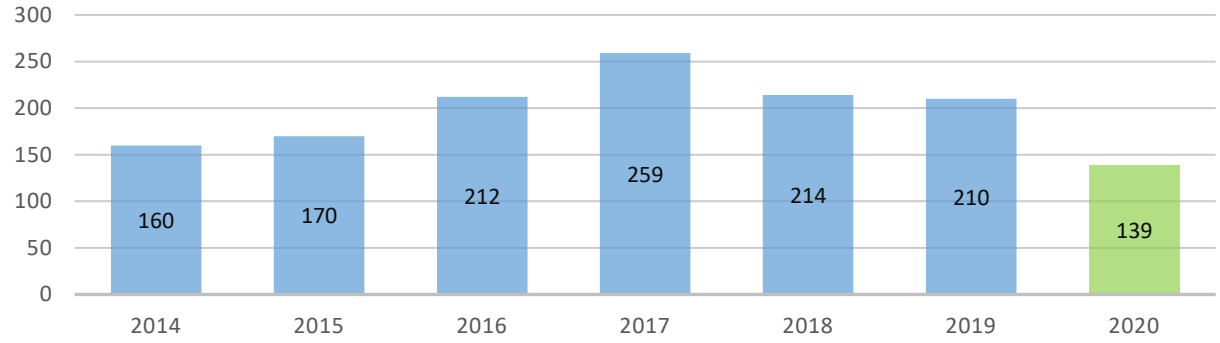
IMPAIRED DRIVING

PROGRAM AREA: IMPAIRED DRIVING (ALCOHOL)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

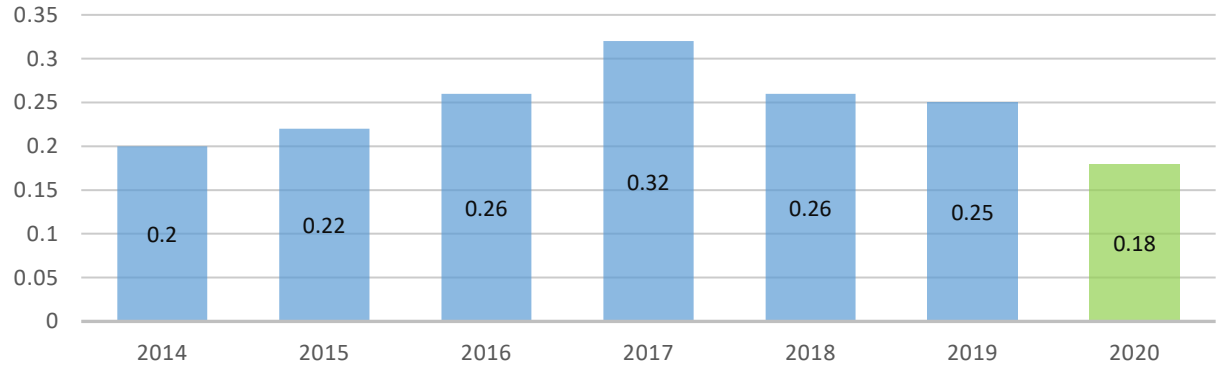
In 2020, there were an estimated 139 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, a 33.81% projected decrease from 2019. In 2019 (FARS), 210 fatalities represented 26% of Indiana's 809 fatalities. This estimate for 2020 is likely to increase as additional crash records are updated in the ARIES database. Typical increase from ARIES data to final FARS data increases annual counts by 40 percent. Timely availability of toxicology results contributes to the timely availability of data.

Figure 35. Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above



Source: 2014-19, FARS; 2020, ARIES

Figure 36. Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled



Source: 2014-19, FARS; 2020, ARIES

During FY19 and FY20 with funding provided by the TSD, the Department of Toxicology was able to eliminate the backlog of pending submissions for analysis for drugs and alcohol from nearly 6,000 submissions to under 500, a reduction of nearly 1,200%. This backlog reduction was sustained with continued funding through FY21. Analysis results for submissions requesting alcohol analysis are currently provided in an average of 15 days for **all** submissions. Prior to the reduction, alcohol results trended at six months, and drug results at twelve to thirteen months. Indiana law enforcement agencies are currently updating crash records from 2020 records with available results.

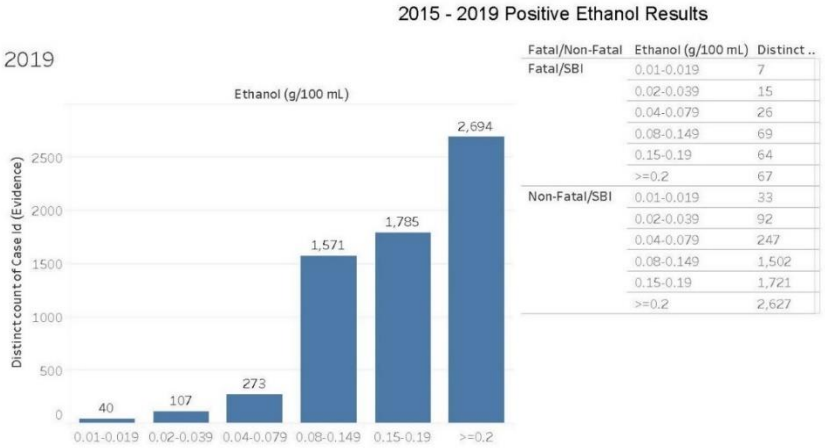
ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification in relation to geographical areas of significance, utilizing submission data to identify frequency of impaired driving incidents to capture additional data not represented through crash reports. Over the last four

year of planning this collaboration and additional data source for impaired driving has demonstrated and enhanced view of the significant problem of impaired driving. While enforcement is functioning at an all-time best and incidence of alcohol impaired driving is decreasing, drug impaired driving and alcohol impaired driving offenses are on the rise. Without the collaboration of impaired driving data from the Indiana State Department of Toxicology, ICJI would not achieve the full vision and perspective of the impaired driving challenge.

Utilizing this information as predictive data, Indiana counties with higher incidence of impaired driving are statistically at greater risk for impaired driving crashes. ICJI examines this information quantitatively, but quantifiably as well, in examining the number of incidents in ratio to per 10,000 population. This method of data analysis allows for problem identification in relation to population which can identify a higher occurrence in some rural areas.

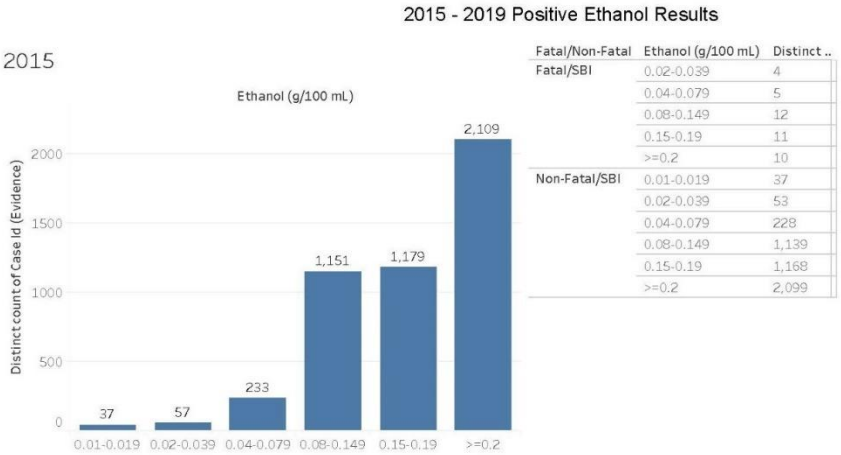
Figures 37 and 38 below demonstrates an increase of 36.3% (4,439 to 6,050) from 2015 to 2019 in the number of breath tests where a result of 0.08 g/100 ml of alcohol was detected in completed breath tests. In 2015, 3,288 operators' results exceeded 0.15 g/100ml while in 2019, 4,479 operators' results exceeded this level, an increase of 1,191 or 26.5%.

Figure 37. 2015 Driver Positive Ethanol Results for All Crash Types



Fatal/Non-Fatal	Ethanol (g/100 mL)	Distinct ..
Fatal/SBI	0.01-0.019	7
	0.02-0.039	15
	0.04-0.079	26
	0.08-0.149	69
	0.15-0.19	64
	>=0.2	67
Non-Fatal/SBI	0.01-0.019	33
	0.02-0.039	92
	0.04-0.079	247
	0.08-0.149	1,502
	0.15-0.19	1,721
	>=0.2	2,627

Figure 38. 2019 Driver Positive Ethanol Results for All Crash Types



Fatal/Non-Fatal	Ethanol (g/100 mL)	Distinct ..
Fatal/SBI	0.02-0.039	4
	0.04-0.079	5
	0.08-0.149	12
	0.15-0.19	11
	>=0.2	10
Non-Fatal/SBI	0.01-0.019	37
	0.02-0.039	53
	0.04-0.079	228
	0.08-0.149	1,139
	0.15-0.19	1,168
	>=0.2	2,099

Figure 39. Number of Impaired Breath Tests Administered with a result of >.005, 2015 (Left) and 2019 (Right)

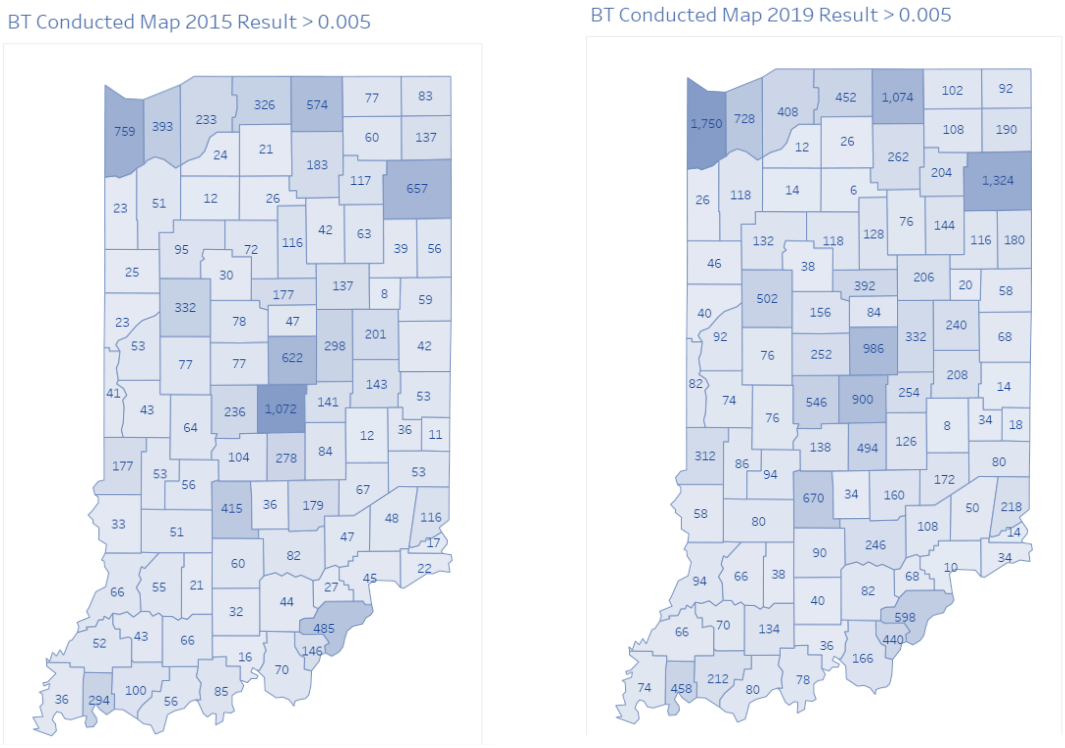
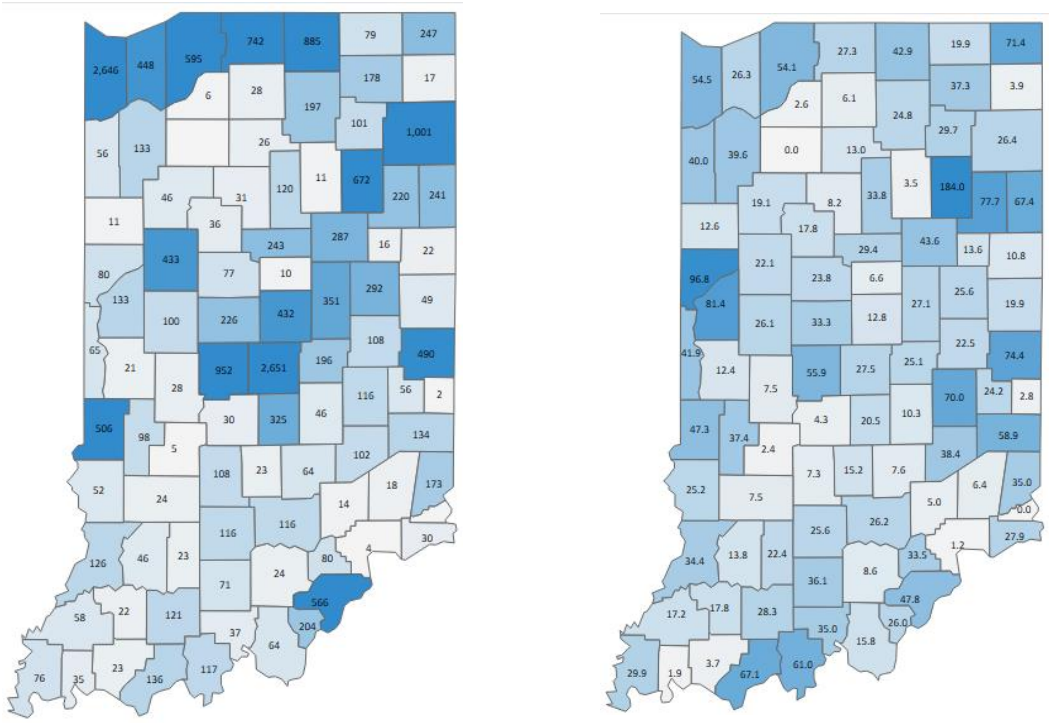
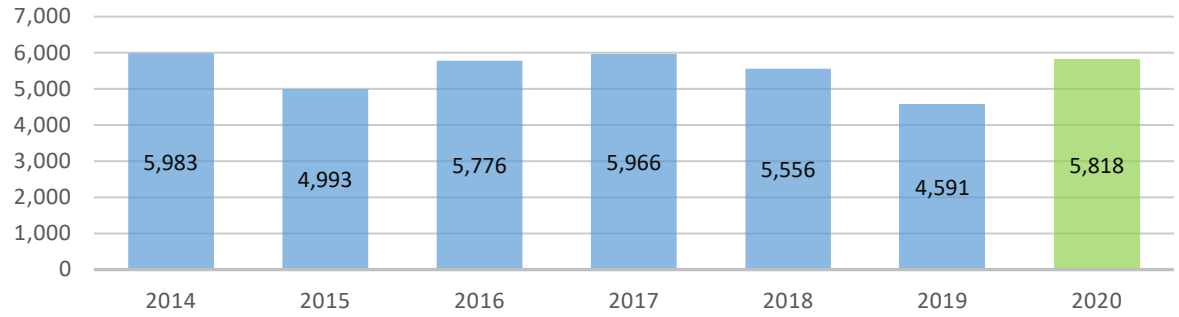


Figure 40. OWI Citations per County (Left) and OWI Citations per 10,000 Population (Right) in 2020



Source: eCWS Database, Citation and Adjudication Database Deployment is critical to timely and accurate data.

Figure 41. Number of Impaired Driving Citations and Arrests during Grant Funded Enforcement



Source: OPO Database

The TSD operates with an objective to "enhance enforcement effectiveness" through the implementation of traffic safety programs. In 2020, 32,390.11 hours were worked by agencies participating in DUI Enforcement Programs. Hours worked during DUI enforcement decreased by only 0.95% in 2020 from 2019, while the number of impaired driving citations and arrests during grant-funded enforcement activities increased by 20.53%. There were 2,508 DUI Citations in 2019 and 3,023 in 2020 respectively.

The following maps display the total number of impaired driving citations that were issued in 2020, by county, for all enforcement including those issued during grant funded activities. The map on the left provides a quantitative analysis and indicates counties in the northwest and central part of the state represented the largest total number of citations. The map on the right, which represents qualitative analysis and shows citations per 10,000 county population, indicates that some of the counties in the southern part of the state have a higher rate of citations compared to their population. Priority for funding is given to counties that demonstrate a higher need based on collisions, fatalities, and incidences of impaired driving. Figure 42 below (right) shows an increase of eleven (11) additional counties receiving and operating a DUI Enforcement Grant in FY21 following the implementation of the Comprehensive Highway Injury Reduction Program (CHIRP) with an increase of enforcement expenditures of $400,000 annually.

Figure 42. Counties receiving DUI funds in 2018 (left) (Blue counties received funds, Gray counties did not), 2020 (right) (Blue counties received funds, Gray counties did not). Source: IntelliGrants Grants Management System

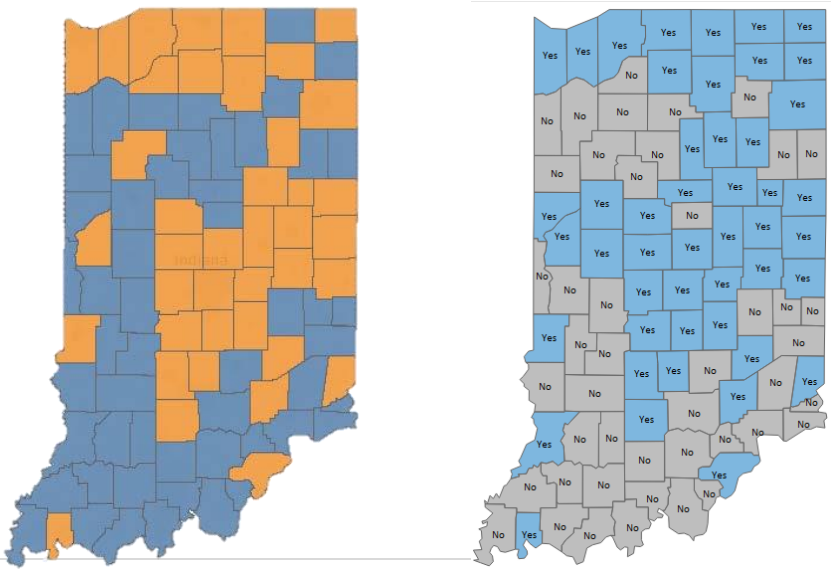
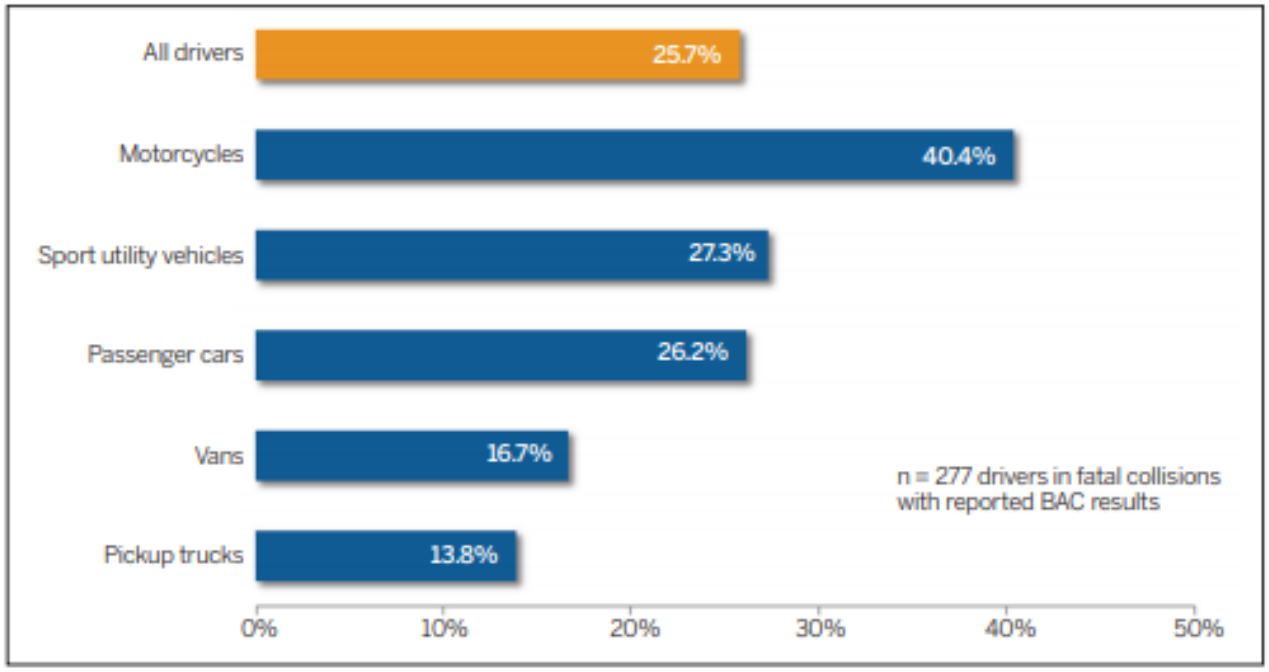


Figure 43 below demonstrates a 24% increase in the number of submissions for blood analysis for alcohol over the six-year period.

Figure 43. Alcohol Submissions for Analysis, Source: Indiana State Department of Toxicology

Alcohol Submissions for Analysis					
Year	Percent of Increase	# Cases Submitted	# Tested	# Positive Ethanol	% Positive Ethanol
2015	-	6,488	6,462	4,771	74%
2016	10.0%	7,209	7,147	5,190	73%
2017	5.0%	7,591	7,573	5,542	73%
2018	1.4%	7,702	7,652	5,819	76%
2019	7.0%	8,281	8,220	6,521	79%
2020	3.2%	8,553	8,525	6,602	77%

Figure 44. Percentage of driers involved in fatal collisions with reported BAC results who were legally impaired by vehicle type, 2019. Source: ARIES, Graphic: IU-PPI



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Includes only passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans) and motorcycles. Non-motorists and other vehicle types are excluded.
2) Motorcycles include motorcycles, Class A and Class B motor driven cycles, mopeds, and motorized bicycles.
3) Excludes drivers in fatal collisions who were not tested or for whom no reported BAC results appeared in ARIES.

PLANNED ACTIVITY: DUI TASKFORCE ENFORCEMENT PROJECT (DUIEP)

Planned activity number: 164AL-2022-21-00-00
Primary Countermeasure Strategy: High Visibility Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION

The DUI Taskforce Enforcement Project (DUIEP) is a component of CHIRP: Comprehensive Highway Injury Reduction Program. Through the implementation of CHIRP in FY20 and continuation in FY22, law enforcement agencies participate in a comprehensive traffic safety program utilizing multiple projects with independent identified problem areas of focus. The DUIEP promotes a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties. This project is designed to decrease alcohol impaired collisions and fatalities in identified counties. Enforcement is conducted primarily from 6 p.m. to 6 a.m. to focus enforcement during the highest period of alcohol related crashes. Allowances are permittable with approval of the assigned program manager for work to begin prior to 6 p.m. when data driven, or a community event provides a saturated potential for impaired driving offenses. This period of enforcement while focused on alcohol-based offenses additionally targets enforcement supporting the time period where unrestrained fatalities are highest, further supporting the reduction of unrestrained fatalities where alcohol is a contributing factor.

PROJECT SAFETY IMPACTS

This countermeasure strategy provides funding to law enforcement agencies to sustain impaired enforcement outside of the national mobilization periods. The high visibility enforcement is intensified during the summer months when collisions are highest. Counties demonstrating the highest percentage of impaired collisions get priority when applying for the grant funds. Departments that receive funding are provided data identified areas to focus their enforcement efforts, examples: locations, days, and times that demonstrate where the most impaired driving collisions occur.

LINKAGE BETWEEN PROGRAM AREA(S)

High visibility enforcement will be used to provide enforcement of occupant restraint and impaired driving laws and reduce the number of alcohol impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

Additionally, High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1 and C-4, which is the number of unrestrained passenger vehicle fatalities.

- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds will provide overtime for officers for impaired enforcement activities, specifically directed patrols for sustained enforcement and sobriety checkpoints, with a rubric for effectiveness of increasing citations and arrests and the prevention or decrease of alcohol involved crashes. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$1,600,000	$0	$1,600,000

INTENDED SUB-RECIPIENT(S): City/County Level Law Enforcement

PLANNED ACTIVITY: SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT (SIDEP)

Planned activity number: 164AL-2022-23-00-00
Primary Countermeasure Strategy: High Visibility Enforcement

PLANNED ACTIVITY DESCRIPTION
The Summer Impaired Driving Enforcement Project (SIDEP) is a component of TSD's Comprehensive Highway Injury Reduction Program (CHIRP). Through the implementation of CHIRP, law enforcement agencies participate in a comprehensive program by utilizing multiple projects with independently identified problem areas of focus. The SIDEP promotes a coordinated effort to reduce alcohol-impaired collisions and fatalities specifically using high visibility enforcement sobriety checkpoints as the primary objective and provides for sustained traffic enforcement in identified counties.

In 2019, females aged 24-28 and males aged 21-25 represented the highest rates of alcohol impairment collisions. Summer months, May through September, represent the highest occurrences of impaired driving collisions throughout the year. Urban areas, as represented by ARIES data, demonstrated the greatest likelihood of alcohol-impaired collisions. In 2019, 65.6% of alcohol-impaired collisions were recorded as occurring in urban areas. However, rural areas had a higher rate, 52.6%, of alcohol-impaired collisions that resulted in a fatality.

Agencies selected for SIDEP must complete at least one sobriety checkpoint during the specific project period of May through September, which is data identified as the period when the highest number of impaired driving fatalities occur every year, according to crash data. This project is designed to decrease impaired collisions and fatalities in identified counties.

PROJECT SAFETY IMPACTS

This countermeasure strategy provides funding to law enforcement agencies to intensify impaired enforcement during the summer months when collisions are highest. Counties demonstrating the highest percentage of impaired collisions (in relation to their collisions) get priority when applying for the grant funds. Departments that receive funding are provided data identified areas to focus their enforcement efforts, examples: locations, days, and times that demonstrate where the most impaired driving collisions occur.

LINKAGE BETWEEN PROGRAM AREA(S)

High visibility enforcement will be used to encourage restraint use and reduce the number of alcohol impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

Additionally, High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1 and C-4, as the number of unrestrained passenger vehicle fatalities.

- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Funds support the mission of “Enhancing Enforcement Effectiveness” by increasing citations and arrests. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$400,000	$0	$400,000

INTENDED SUB-RECIPIENT(S): City/County Level Law Enforcement

PLANNED ACTIVITY: PROGRAM MANAGEMENT IMPAIRED DRIVING

Planned activity number: M6X-2022-18-PM-00
Primary Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

Coordination of activities, monitoring for programmatic effectives, and allocable use of funds is accomplished through effective program management. Responsibilities include monitoring sub-grantees for compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of impaired driving laws. Program Managers use the OPO database as well as PPI and CRS recommendations to develop impaired driving countermeasures to lower the occurrence of impaired driving crashes. The program manager also works closely with the LELs to direct targeted outreach for training opportunities for officers in the field. This project provides funds for the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars. Program funding is split funded with 164AL and 405D funds, with 164AL program management costs being directed to 164AL and 405D program management costs being directed to 405D

PROJECT SAFETY IMPACTS

Impaired Driving Program Management is a core deliverable of each regional program area. Program Managers oversee the programmatic and fiscal implementation of impaired driving grants for each region. Program management will facilitate each region in goal setting and monitoring to reduce impaired driving collisions and increase citations through grant funding.

LINKAGE BETWEEN PROGRAM AREA(S)

The maps within the problem ID area for alcohol demonstrate that all regions, excluding the Southwest region, have one county that has a rate of 10 impaired collisions per 10,000 population. Funds will provide the program managers to facilitate Regional LELs in providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance targets C-5, 16, and the performance targets at large.

- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Funds for this countermeasure will support the regional program managers monitoring of the impaired driving enforcement grants. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low ID Coordinator	$80,000	$20,000	$0
164 Transfer Funds-AL	164 Alcohol	$80,000	$0	$0

INTENDED SUB-RECIPIENT(S): ICJI – TSD

PLANNED ACTIVITY: IGNITION INTERLOCK MANAGEMENT

Planned activity number: 164AL-2022-25-00-00
Primary Countermeasure Strategy: Ignition Interlocks

PLANNED ACTIVITY DESCRIPTION

Effective management of inspecting and monitoring ignition interlock service centers and technicians is a function of the TSD of ICJI with the following responsibilities. This planned activity funds the salary, benefits, and travel costs to coordinate, monitor, and administer Indiana's Ignition Interlock Program.

- Establishing standards for service centers and inspections.
- Establishing standards for installation of ignition interlock devices.
- Requirements for removing an ignition interlock device.

PROJECT SAFETY IMPACTS

An ignition interlock prevents a car from starting if a subject breath sample is above .02% Br.A.C. Ignition interlocks are effective in preventing recidivism of drivers who have a prior OWI conviction from driving under the influence. The TSD does not participate or use funds to lobby for mandatory ignition interlock installation of drivers who have been convicted of OWI. This project does not pay for ignition interlock equipment.

LINKAGE BETWEEN PROGRAM AREA(S)

These funds will assist in providing the courts options for OWI sentencing. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combatting impaired driving. This countermeasure is a consequence eligible to be imposed by the courts for an impaired driving conviction and will help the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16. This is a problem that affects the whole state. Every county reported a DUI collision in 2018.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Improving the number of installation sites and monitoring compliance will improve accessibility of ignition interlock devices. Convicted impaired drivers that receive an ignition interlock sentence need awareness of certified installers and where they are located.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$100,000	$0	$0

INTENDED SUB-RECIPIENT(S): ICJI – TSD

PLANNED ACTIVITY: REDUCED ACCESS TO IMPAIRING LIQUORS (RAIL)

Planned activity number: 164AL-2022-19-00-01
Primary Countermeasure Strategy: Integrated Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD provides grant funding to the Indiana State Excise Police as an integrated enforcement project to Reduce Access to Impairing Liquors using three programs. The Indiana State Excise Police's (ISEP) use of alcohol countermeasure programs are aimed at underage alcohol consumption and impaired driving. The ISEP use Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE), and Place of Last Drink (POLD) to reach their goal of reducing the availability and use of alcoholic beverages by persons less than 21. A reduction in the illegal consumption, possession, and sale of alcoholic beverages to underage persons can greatly decrease the chance of impaired driving collisions.

SUDS details are conducted at large events, such as concerts, where underage drinking often occurs. CIS allows officers to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. ICE details are conducted on college campuses throughout the state to increase enforcement and education. POLD enforcement works with local law enforcement following an alcohol related crash to determine the place of last drink and if from a serving establishment identify an enforce laws regarding overserving or serving of alcohol to minors. Project goals are to reduce risk behaviors such as underage and binge drinking, to promote safer decision making. These programs offer both education and enforcement activities to reduce underage consumption, impaired driving, and therefore collisions. The assigned program manager will provide oversight and monitoring of this project.

In the years since CIS, SUDS, and ICE have been enacted, all have demonstrated a measurable impact on reducing the number of crashes involving young drivers (ages 15-20) who are legally impaired. CIS, which is a statewide program, has contributed to the reduction in the number of collisions since 2009. In 2019, there were 152 collisions involving legally impaired young drivers. In 2018, 110 young drivers were hit by legally impaired drivers of any age group. SUDS has demonstrated to have helped reduce the number of these crashes during large events, such as concerts, sporting events, festivals, etc.

PROJECT SAFETY IMPACTS

This countermeasure strategy provides funding for an underage drinking taskforce (Excise Police). Excise Police officers will focus on reducing instances of underage drinking by stopping sales to minors, being present on college campuses, and large events. Other countermeasures focus on stopping any potential impairment, but this focus is specifically on preventing underage drinking and alcohol impaired driving.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.

- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Integrated Enforcement Countermeasure as described in the "Countermeasures That Work, Ninth Edition." Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired-driving checkpoints and saturation patrols. A third opportunity is to integrate impaired-driving enforcement into special enforcement activities directed primarily at other offenses such as speeding or seat belt nonuse, especially as impaired drivers often speed or fail to wear seat belts. (Such operations can be particularly effective when conducted at night.) Funds provided will assist in increasing citations and arrests. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$280,000	$0	$0

INTENDED SUB-RECIPIENT(S): Indiana State Excise Police

PLANNED ACTIVITY: ALTERNATIVE TRANSPORTATION PROGRAM

Planned activity number: 164AL-2022-20-00-00
Countermeasure Strategy: Alternative Transportation

PLANNED ACTIVITY DESCRIPTION

The TSD will partner with the Indiana State Excise Police as a facilitator with local law enforcement to promote use of alternative transportation options by persons leaving licensed alcoholic beverage distribution locations, bars/restaurants, following consumption of alcoholic beverages. Locations of implementation will be data identified geographical locations within high crash areas involving alcohol impaired drivers. Using handouts containing fact-based messaging to promote positive decisions, displayed and distributed at businesses. A law enforcement a Project Code or QR Code will record the use of ride credits for alternative transportation.

This program focuses to persuade potentially intoxicated vehicle operators and pedestrians to the use of alternative options of transportation. Crash factors documented in FARS provides that: Alcohol impairment is a major contributing factor to pedestrian fatalities with an estimated 33% of fatal pedestrian crashes involved a pedestrian with a BAC of 0.08% or higher, and an estimated 16% of drivers involved in these crashes had a BAC of 0.08% or higher. About 75% of pedestrian fatalities occur after dark, and recent increases in the number of pedestrian fatalities are occurring largely at night with most pedestrian fatalities occur at non-intersection locations.

The rubric for measurable improvement through use of this planned activity is to reduce the number of alcohol-involved collisions, specifically those involving pedestrians under the influence of alcohol. The Impaired Driving Program Manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

Incidents of drug and alcohol impaired driving are on the rise in Indiana. The general and specific deterrence of traffic enforcement by law enforcement officers has been proven to be effective in reducing impaired driving incidents and collisions. It is prudent to implement additional methods to further reduce the incidents of impaired driving and collisions outside of enforcement action. Promoting good choices to utilize transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their home will result in a decrease in alcohol-related crashes.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist with providing an accessible and reasonable alternative to driving after drinking. This will assist the state in our primary mission of inspiring behavioral improvement to reduce injuries and economic loss. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. General and specific deterrence may not be enough to dissuade some individuals, but when presented with an easy alternative they may alter their behavior.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in promoting transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their home, resulting in a decrease in alcohol-related crashes. When presented with an accessible and reasonable alternative to driving or walking after drinking we believe that we will alter the behavior of a larger section of the population. Specifically, those who may have driven intoxicated many times undetected. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. General and specific deterrence may not be enough to dissuade these people, but when presented with an easy alternative they may alter behavior.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Community Traffic Safety	$300,000	$75,000	$0

INTENDED SUB-RECIPIENT(S): Indiana Alcohol and Tobacco Commission

PLANNED ACTIVITY: PORTABLE BREATH TEST EQUIPMENT

Planned activity number: 164AL-2022-22-00-00
Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

PLANNED ACTIVITY DESCRIPTION

This equipment will be used as an integrated resource in three HSP projects to provide PBT devices and calibration supplies for screening of alcohol that are used across these three representative programs.

The State establishes for accounting purposes a separate Planned Project Number of 164AL-2022-22-00-00. The equipment stated within this project is incorporated as a function of the Planned Activity 164AL-2022-21-00-00, Impaired Driving Taskforce.

PROJECT SAFETY IMPACTS

Law enforcement officers participate in multiple projects designed to reduce the number of alcohol-involved crashes. Proper screening for the presence of alcohol at the field level confirms or eliminates alcohol as a contributing factor of impairment. Quick accessibility to a portable breath test (PBT) instrument allows the officer to move forward with an investigation for alcohol impairment. PBT fuel cells have a limited life span and require regular calibration or replacement when the fuel cell is exhausted.

LINKAGE BETWEEN PROGRAM AREA(S)

There were an estimated that 114 fatal collisions in 2019 that involved a driver with a BAC of .08 or above. In 2019, there were a total of 3,815 impaired collisions, with alcohol as a contributing factor. In 2020 there were 5,329 impaired collisions, with alcohol listed as a contributing factor, with 82 resulting in a fatality. Indiana law enforcement agencies receive PBTs to either replace failing units or increase availability moving to a one-to-one ratio of equipment. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist law enforcement agencies with access and availability to reliable PBTs. Inadequate, outdated, and those PBT's not regularly verified for accuracy may not provide reliable results identifying alcohol as an impairment factor. To effectively detect, identify, and remove impaired drivers from Indiana roadways quality PBTs are a necessary tool. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$50,000	$0	$50,000

INTENDED SUB-RECIPIENT(S): Local City/County Law Enforcement

PLANNED ACTIVITY: ROADSIDE EVIDENTIARY BREATH ALCOHOL TESTING ENHANCEMENT (REBATE)

Planned activity number: 164AL-2022-27-00-00
Countermeasure Strategy: Laboratory Testing of Drug and Alcohol Samples

PLANNED ACTIVITY DESCRIPTION

This new project begins a process to implement a portable (Point of Arrest) certified breath alcohol testing program within the Indiana State Department of Toxicology within three (3) years. Current certified breath testing instruments must remain stationary within a physical location and must be recertified if moved more than six feet.

Since 2015 the number of breath tests with a result of 0.08 g/100 ml of alcohol has increased 36.3% from 4,439 to 6,050. Additionally, the number of blood samples being submitted for alcohol analysis increased 24% from 6,488 to 8,553. Combined increase of analysis for alcohol-based offenses increased by 33.6%.

Project allows for necessary items, processes, staffing, or contracting to begin a proposal process to identify potential instruments for use, conduct testing and evaluation of proposed instruments, design and develop training for the selected instrument, procure instruments and maintenance, and the necessary costs for training officers on the newly selected instrument. Travel costs for site visits to areas with current operating systems is also supported by this project. The Forensic Technology Center of Excellence, Mobile Evidential Breath Alcohol Instruments, Landscape Study from December 2016 will assist in the beginning stages of planning, selection, and implementation.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

This countermeasure will provide funding for the Indiana State Department of Toxicology to conduct the planning, selection, acquisition, and implementation of a portable evidentiary breath test instrument for use by Indiana law enforcement officers at the point of arrest. Officers must have reliable and accessible breath testing instruments to conduct breath testing for alcohol wherever possible to reduce the need for blood analysis for alcohol. Reducing the need for blood analysis of alcohol, increases the resources available to focus blood testing resources on drug impaired driving cases where no other option exists for evidentiary testing other than blood.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in reducing a backlog of blood samples in need of testing. Testing samples quickly supports the efforts of judges, prosecutors, and officers to deter impaired driving. Drug impaired driving is increasing in prevalence in Indiana. This program supports the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16. This program speeds up the timeline of adjudication allowing for more cases to move through the judicial system expeditiously.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

This countermeasure is necessary for the department of toxicology to facilitate timely analysis of blood samples for alcohol, by limiting where possible the number of blood samples for the analysis of alcohol. Driver awareness from the ability to visualize roadside testing with the addition of roadside evidentiary breath testing will provide increased general deterrence of impaired driving incidents, reduced manpower for enforcement and the collection of evidence.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
164 Transfer Funds-AL	164 Alcohol	$500,000	$0	$250,000

INTENDED SUB-RECIPIENT(S): Indiana Department of Toxicology

FY 2022

Indiana Criminal Justice Institute

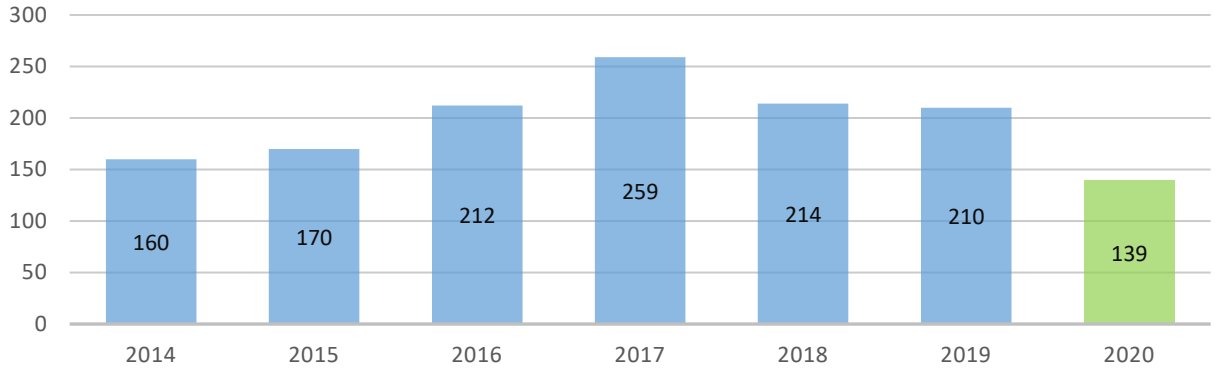
IMPAIRED DRIVING (DRUGS AND ALCOHOL)

PROGRAM AREA: IMPAIRED DRIVING (DRUG AND ALCOHOL)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

In 2020, there were an estimated 139 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, a 33.81% projected decrease from 2019. In 2019 (FARS), 210 fatalities represented 26% of Indiana's 809 fatalities. This estimate for 2020 is likely to increase as additional crash records are updated in the ARIES database. Typical increase from ARIES data to final FARS data increases annual counts by 40 percent. Timely availability of toxicology results contributes to the timely availability of data.

Figure 45. Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above



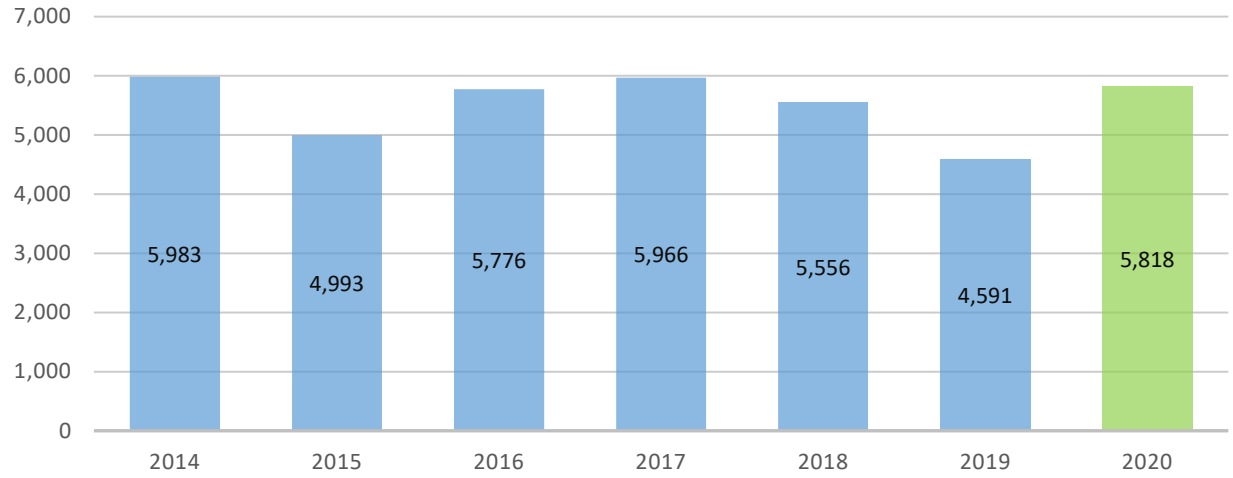
Source: 2014-19, FARS; 2020, ARIES

During FY19 and FY20 with funding provided by the TSD, the Department of Toxicology was able to eliminate the backlog of pending submissions for analysis for drugs and alcohol from a backlog of nearly 6,000 submissions to under 500, a reduction of nearly 1200%. This backlog reduction was sustained with continued funding through FY21. Analysis results for submissions requesting alcohol analysis are currently provided in an average of less than 20 days for all submissions. Analysis results for submissions requesting drug analysis are currently provided in an average of 45 days for all submissions. Prior to the reduction alcohol results trended at six months, and drug results at twelve to thirteen months. Indiana law enforcement agencies are currently updated crash records from 2019 and 2020 records with available results.

ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification of geographical areas of significance. Utilizing submission data to identify frequency of impaired driving incidents to capture additional data not represented through crash reports. Utilizing this information as predictive data, Indiana counties with higher incidence of impaired driving are at greater risk for impaired driving crashes. ICJI examines this information quantitatively, but additionally quantifiably in examining the number of incidents in ratio to per 10,000 population, for greater problem ID in rural areas.

In 2020, hours worked during DUI enforcement decreased by only 0.95% in 2020 from 2019, while the number of impaired driving citations and arrests during grant-funded enforcement activities increased by 20.53%.

Figure 46. Number of Impaired Driving Citations and Arrests during Grant Funded Enforcement



Source: OPO Database

Figure 47. Alcohol and Drug Turnaround Times 2019-2021, Source: Indiana State Department of Toxicology

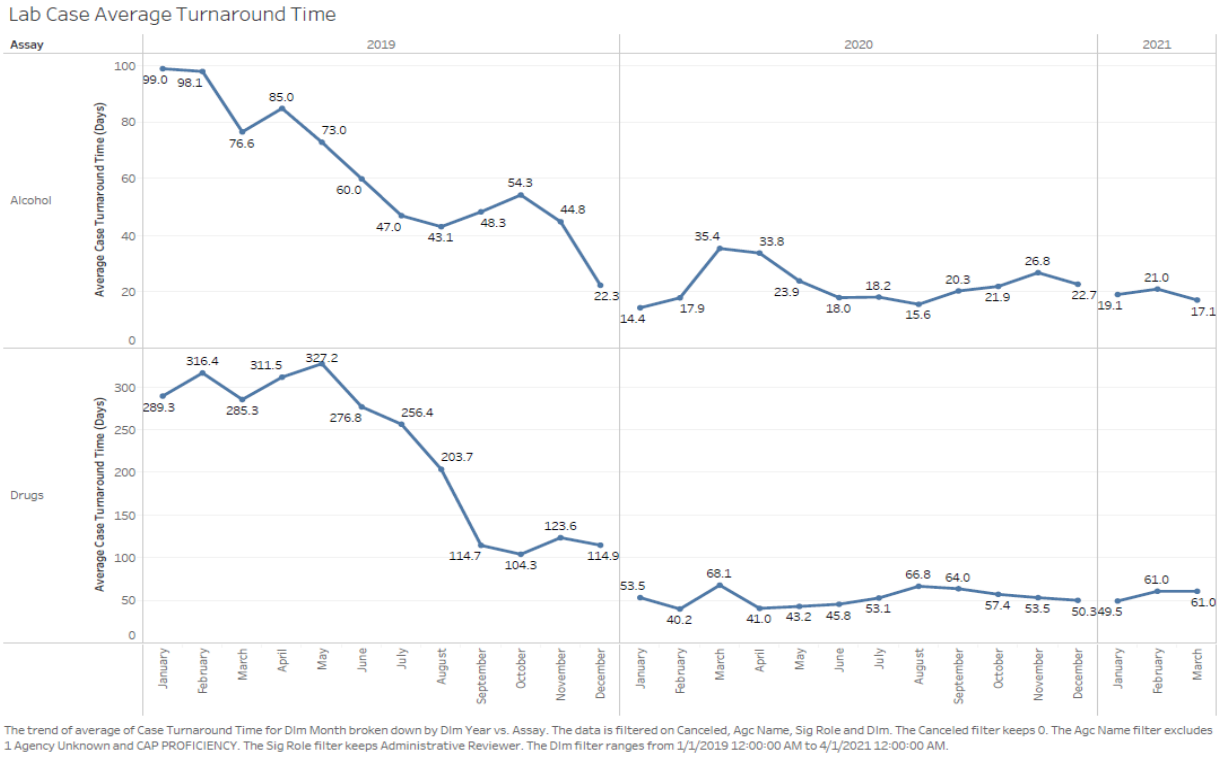
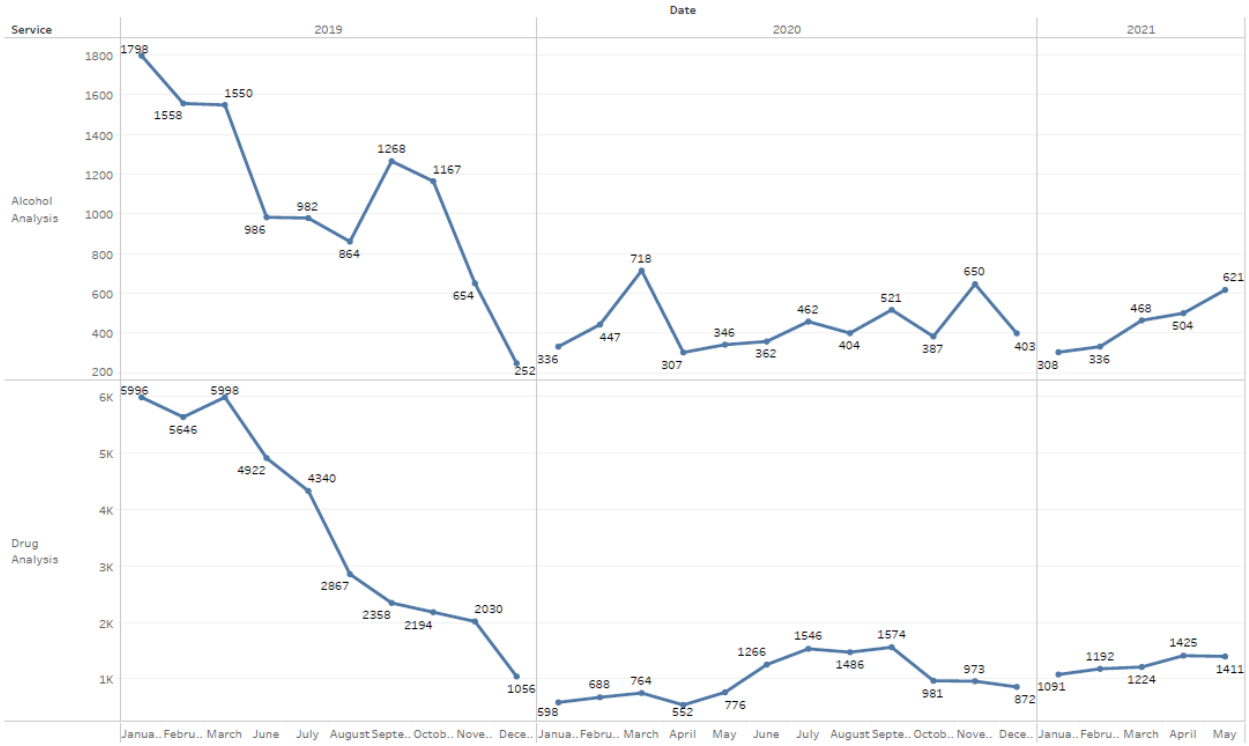


Figure 48. Alcohol and Drug Pending Cases Per Month 2019-2021, Source: Indiana State Department of Toxicology



The trend of Backlogged for Date Month broken down by Date Year vs. Service. The data is filtered on Date and Date (MY). The Date filter includes the last 3 years. The filter associated with this field ranges from 1/1/2019 to 12/31/2021. The Date (MY) filter excludes April 2019 and May 2019. The view is filtered on Service, which keeps Alcohol Analysis and Drug Analysis.

In 2018, 64% of Fatal and Serious Bodily Injury Crashes, and 55% of all crashes involving THC results were at a level of less than or equal to 4ng/ml with a total of 1,759 cases positive for cannabinoids. In 2020, 43% of Fatal and Serious Bodily Injury Crashes, and 45% of all crashes involving THC results were at a level of less than or equal to 4ng/ml with a total of 2,789cases positive for cannabinoids.

Figure 49. THC Results for Traffic Cases 2015-2020, Source: Indiana State Department of Toxicology

Traffic		Traffic						
		Drug Screening			Drug Screening Tested by ISDT			
Year	# Cases Submitted	# Tested (NMS or ISDT)	# Tested by NMS	# Tested by ISDT	# Positive (any drug)	% Positive (any drug)	# Positive Cannabinoids	% Positive Cannabinoids
2015	6286	6235	0	6235	4224	68%	2773	66%
2016	7217	7126	0	7126	5062	71%	3403	67%
2017	7540	6249	0	6249	4294	69%	2776	65%
2018	7479	6609	2434	4175	2951	71%	1759	60%
2019	7499	7135	3644	3491	2549	73%	1308	51%
2020	8105	8068	686	7382	5347	72%	2789	52%

Figure 50. THC Concentrations Fatal and Non-Fatal Crashes.

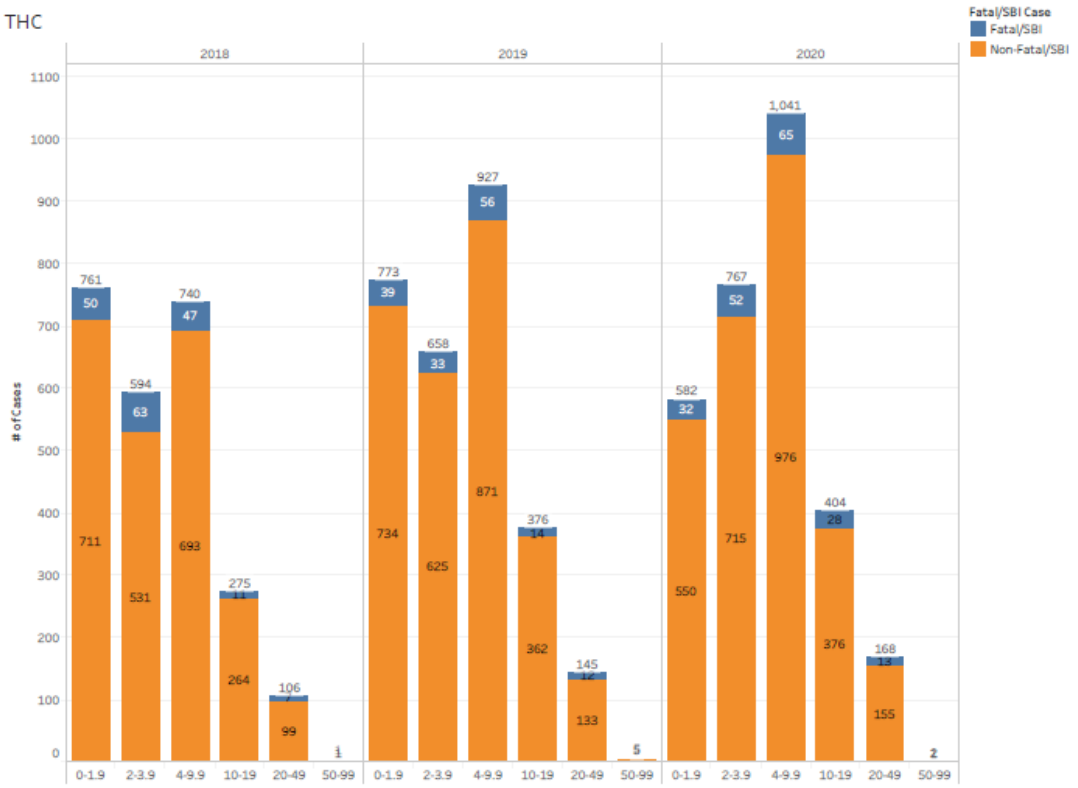
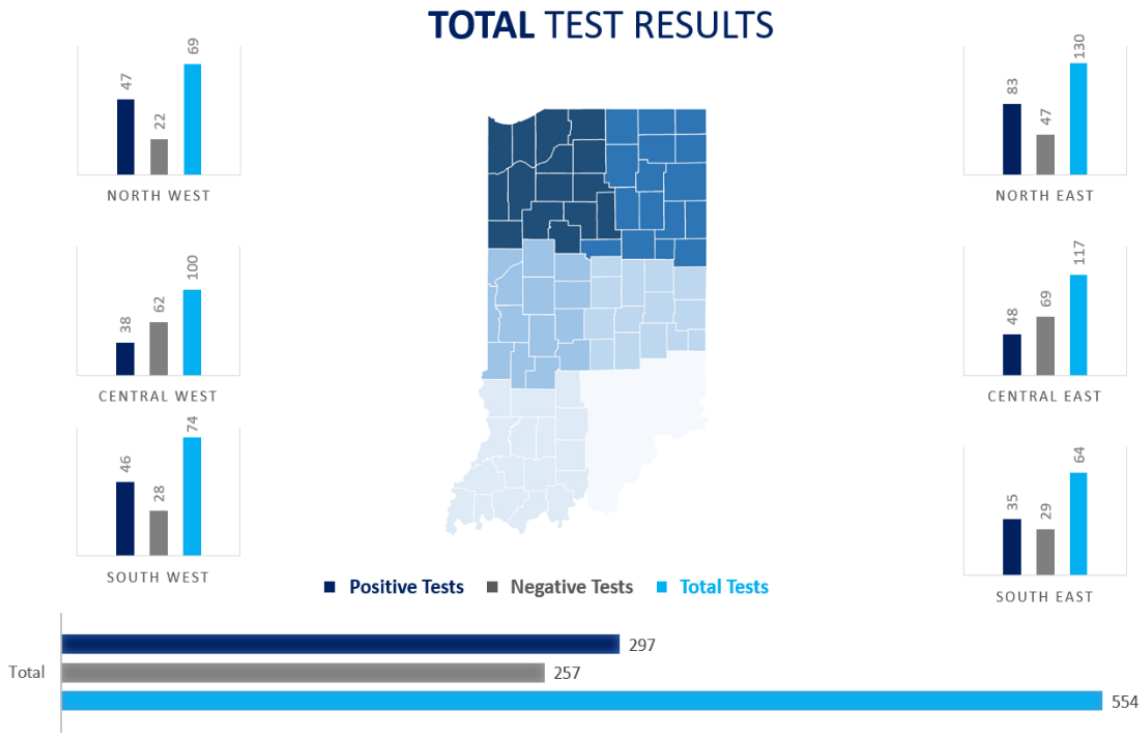


Figure 51. SoToxa Oral Fluid Testing Program Results FY21, Source: Indiana Criminal Justice Institute



PLANNED ACTIVITY: DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION

Planned activity number: M6OT-2022-27-00-00
Countermeasure Strategy: Laboratory Testing of Drug and Alcohol Samples

PLANNED ACTIVITY DESCRIPTION

This project continues to fund outsourcing and support operational costs to sustain reduction of the Indiana State Department of Toxicology backlog. The current time of submission to time of analysis result delivery is less than 20 days for alcohol testing, and near 45 days for drug testing. Extended turnaround time for drug analysis delays prosecution of impaired driving crashes and reduces effectiveness of DRE evaluation results in all 92 Indiana counties.

Timely availability of these forensic results provides direct positive impacts for courts and victims of impaired driving to assist with prosecution decisions and expedite the adjudication of traffic related offenses. Project goal is to achieve and sustain a reporting period of 30 - 45 days from the time a sample is received.

Project allows for outsourcing of testing to sustain and improve timeliness of results and improvement of laboratory equipment items as approved by the Regional Administrator for efficiency enhancements. Efficiency enhancements through equipment to reduce the need for outsourcing and provide long term sustainability of the timeliness of results. Supporting costs to increase the number of breath test operator courses to increase the number of breath test operators with the ability to utilize breath evidence versus blood evidence, further reducing case load increases.

Allow for staff involved with the analysis and improvement of testing capabilities to attend training and conferences to further the knowledge and ability of ISDT. Improving the knowledge and abilities of ISDT staff will work to enhance credibility when testifying in impaired driving cases as well as provide information on emerging drugs and trends to guide planning for the increased scope of testing by ISDT Staff.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

This countermeasure will provide funding for the Indiana State Department of Toxicology to outsourcing the analysis of the blood samples, and through equipment updates, will improve internal efficiency to reduce future need for outsourcing. Blood samples need to be tested quickly and efficiently so they can be used as evidence at trial.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in reducing a backlog of blood samples in need of testing. Testing samples quickly supports the efforts of judges, prosecutors, and officers to deter impaired driving. Drug impaired driving is increasing in prevalence in Indiana. This program supports the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16. This program speeds up the timeline of adjudication allowing for more cases to move through the judicial system expeditiously.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.

- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
This countermeasure is necessary for the department of toxicology to update or replace equipment to facilitate timely analysis of blood samples. Driver awareness of streamlined impaired driving evidence processing, which leads to faster case adjudication, will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Other Based on Problem ID	$685,000	$137,000	$0

INTENDED SUB-RECIPIENT(S): Indiana Department of Toxicology

PLANNED ACTIVITY: INDIANA STATE POLICE DUIEP: Driving under the Influence Extra Patrol

Planned activity number: M6X-2022-26-00-00
Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION
Funding is provided to ISP to enforce impaired driving traffic laws. Troopers conduct saturation patrols to combat impaired driving while enforcing dangerous driving, seat belt violations, and speed violations. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI.

All programs have a zero-tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. ISP directs enforcement concentration within each enforcement district utilizing crash data. The ISP participates and supports the National Mobilization for Impaired Driving through the ISP DUIEP Project. The ISP provides a strategic operations plan with the identified areas of enforcement for each performance reporting period. ISP is required to report fiscally and programmatically on a quarterly basis in the IntelliGrants System. They are also required to report all enforcement within 20 days of the end of each month or National Mobilization Period to ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, supplies, and travel.

The FY2022 HSP continues the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. ISP Districts which have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of funds for appropriate enforcement activities.

PROJECT SAFETY IMPACTS

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and two statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. This countermeasure includes participation in the national mobilizations as well as creating additional statewide mobilizations. This countermeasure compliments others in the occupant protection program area, with use of high visibility enforcement to remind drivers to wear seatbelts and the other countermeasure focus on enforcement all year round.

LINKAGE BETWEEN PROGRAM AREA(S)

High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seatbelt. This will provide support to the state in reaching performance targets C-1, C-3, C-4, B-1, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

High visibility enforcement will also help the state achieve performance targets C-5 and 16.

- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Occupant Protection	$450,000	$112,500	$0

PLANNED ACTIVITY: TRAFFIC SAFETY RESOURCE PROSECUTOR

Planned activity number: FDL*PT -2022-31-00-00
Countermeasure Strategy: Prosecutor Training

PLANNED ACTIVITY DESCRIPTION

This project provides funding for two Indiana Traffic Safety Resource Prosecutors (TSRP) to provide training, education, and technical support. Their goal is to reduce the number of traffic fatalities and injuries from behavioral rooted causations through prosecuting offenders under the state's OWI laws and additional traffic related statutes. The TSRP will host multiple trainings sessions throughout the year.

The TSRP is available to officers and prosecutors for consultations regarding traffic offense cases. The TSRP also reviews proposed traffic safety legislation. The TSRP will produce a quarterly newsletter to keep agencies up to date on current trends. The TSRP attends ICJI's annual law enforcement update meetings. The TSRP's will assist with programmatic material for the Annual Statewide Impaired Driving Training Conference. This project will provide for two TSRPs' salary, benefits, travel, training costs, and administrative support costs.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

The prosecutor training program allows a prosecuting attorney to attend training to better understand impaired driving cases and prosecution. Training is needed, to increase the successful prosecution and conviction of impaired drivers in Indiana.

LINKAGE BETWEEN PROGRAM AREA(S)

Funds will increase confidence in the prosecuting of impaired driving cases. Due to the need for this type of training the TSD expanded the TSRP Program with a second TSRP in FY20. This program supports the state in reaching performance targets C-1, C-3, C-5, 13, 14, and 16. This program supports an efficient and effective timeline of adjudication allowing more cases to move through the judicial system expeditiously.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist prosecutor training for Indiana's prosecutors on effective methods of investigating and prosecuting impaired driving cases. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Police Traffic Services	$385,000	$77,000	$0

INTENDED SUB-RECIPIENT(S): Indiana Prosecuting Attorney's Council

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PLANNED ACTIVITY: OWI COURT TRAINING

Planned activity number: FDLCS-2022-33-00-00
Countermeasure Strategy: OWI Courts

PLANNED ACTIVITY DESCRIPTION

The National Center for DWI Courts (NCDC) provides training and technical assistance to states to develop and implement OWI courts. This project will fund attendance for OWI Court staff to attend one three and one-half (3.5) day foundational training class to train up to six (6) planning teams. This training is designed to take these planning teams through the various stages involved in planning and designing an OWI court. At the conclusion of the training, teams will be expected to work within their jurisdictions to implement OWI courts. As required by NCDC, each team will consist of a minimum of eight (8) team members.

This project will fund the training costs for this foundational training including lodging and meal costs for the team members who attend this training. NCDC trained six (6) Indiana teams in FY18 and this planned activity will increase the number of OWI courts in Indiana to twelve (12). The funding for this planned activity for the OWI courts provides judicial education regarding; OWI courts and impaired driving education.

PROJECT SAFETY IMPACTS

This countermeasure provides training to prosecutors and judges about handling OWI cases, who would otherwise not be able to acquire this training.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will improve the confidence of judges and prosecutors in impaired driving prosecution and sentencing. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. This countermeasure strategy was chosen to provide further education for Indiana judges and prosecutors around impaired driving prosecution and sentencing. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Court Support	$65,000	$13,000	$0

INTENDED SUB-RECIPIENT(S): Municipal/ County Courts Establishing or with Established OWI Courts

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PLANNED ACTIVITY: LAW ENFORCEMENT PHLEBOTOMY PROGRAM

Planned activity number: M6OT-2022-30-00-01
Countermeasure Strategy: High Visibility Enforcement

PLANNED ACTIVITY DESCRIPTION
The Law Enforcement Phlebotomy Program will be conducted in collaboration with the Indiana State Department of Health, Indiana State Department of Toxicology, and Vincennes University. The Law Enforcement Phlebotomy Program will provide training for Indiana officers to collect blood samples from vehicle operators involved in fatal crashes, or any crash where impairment is suspected. Program costs will support training for officers, training supplies, as well as specimen collection and submission kits for all Indiana officers.

These funds will be used to allow officers to spend less time transporting individuals to and from hospitals, which will in turn allow them to return quicker to enforcement activities. This program will also facilitate the ability of Indiana to test a larger percentage of drivers involved in fatal collisions, increasing our access to timely, accurate, data.

PROJECT SAFETY IMPACTS
High visibility enforcement for drug and alcohol impaired driving is a necessity for the State of Indiana. Utilizing officers who are trained on collecting blood samples for analysis will further increase enforcement in counties who have limited access to hospitals or medical professionals. This countermeasure is focused on the officers collecting the blood samples in support of high visibility enforcement for impaired drivers.

LINKAGE BETWEEN PROGRAM AREA(S)
In 2019, 40% of the vehicle operators involved in fatal crashes were tested for alcohol or drugs. As demonstrated by the problem analysis, drug impaired driving is increasing in Indiana. Indiana remains rural in many areas, with extended travel time to hospital facilities. Additionally, many of these rural

areas are assisted by medical helicopter services that immediately transport vehicle operators across state lines. This further restricts the ability for immediate testing. Use of this program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
This countermeasure strategy is needed to help address the issue of impaired driving through testing of blood.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Other Based on Problem ID	$125,000	$31,250	$0

INTENDED SUB-RECIPIENT(S): Vincennes University, Indiana State Department of Health

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PLANNED ACTIVITY: JUDICIAL OUTREACH LIAISON

Planned activity number: M6X-2022-32-00-00
Countermeasure Strategy: Judicial Outreach Liaison

PLANNED ACTIVITY DESCRIPTION
This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock and impaired driving laws to judges and judiciary staff across the state.
The Judicial Outreach Liaison will also:

- Work with the State's Specialty Court Committee to promote the development and use of OWI courts in Indiana.
- Continue to work with National Judicial Fellows and the Regional Judicial Outreach Liaison to seek outreach opportunities.
- Identify issues of concern to judges and other court officials regarding impaired driving issues.
- Share information and coordinate with TSD, LELs, TRSP and others on emerging impaired driving issues.
- Develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OWI offenders.

» Identify barriers that affect training, education and outreach to the courts and recommend alternatives to address these issues.

The assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS
The judicial outreach liaison will assist in training judges and judiciary staff regarding ignition interlock laws and impaired driving education. The judicial outreach liaison will also work with the specialty court committee to promote the development and use of OWI courts along with other activities. This countermeasure compliments others, especially the prosecutor training.

LINKAGE BETWEEN PROGRAM AREA(S)
The funds will assist in assuring education is provided to judges regarding ignition interlock technology, accessibility to resources, and drug impaired driving. Educating judges about sentencing repeat offenders to have an ignition interlock system installed in their vehicle will assist in reducing the number of fatalities and impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. This planned activity is not directly related to the blitzes but affects anyone arrested who may go before a judge who sentences them to the installation of an ignition interlock.

» C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
» C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
» C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
» 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
» 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
» 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds will assist in providing Indiana's judicial staff continuing training and education so they are able to effectuate the most appropriate sentence that will best rehabilitate the offender and reduce recidivism. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Drug and Alcohol Training	$70,000	$17,500	$0

INTENDED SUB-RECIPIENT(S): Judicial Outreach Liaison, Penrod Consulting LLC

PLANNED ACTIVITY: SFST/DRE IMPAIRED DRIVING TRAINING PROGRAM

Planned activity number: M6X-2022-28-00-00
Countermeasure Strategy: Drug Recognition Expert (DRE) Training

PLANNED ACTIVITY DESCRIPTION

This project provides funding for SFST, DRE and ARIDE training programs and the sustained education of Indiana DRE Officers. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces to have successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender.

Indiana plans annually to provide two (2) DRE Courses with a goal of fifty (50) new DRE's trained annually to outpace attrition and provide additional resources. Indiana has increased the number of certified DRE Officers from 115 in 2016 to 256 in 2020. Two SFST Instructor Courses are planned annually to increase the number of SFST Instructors available to provide basic training and refresher training with associated psychomotor proficiencies.

The impaired driving program additionally provides logistical and educational support with the Law Enforcement Phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, and the annual Traffic Safety Conference with the impaired driving Conexus between all programs. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

Enhanced enforcement effectiveness of alcohol and drug impaired driving incidents, resulting in the reduction of injuries, crashes, and economic loss.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist with providing DRE Training to law enforcement officers in Indiana. The TSD is finding that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist with providing DRE Training to law enforcement officers in Indiana. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets

C-1 and C-5 which are the number of total fatalities and the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08% and above.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Drug and Alcohol Training	$500,000	$125,000	$0

INTENDED SUB-RECIPIENT(S): DRE and SFST Training Services Provider

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PLANNED ACTIVITY: DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

Planned activity number: M6X-2022-29-00-00
Countermeasure Strategy: Drug Recognition Expert (DRE) Training

PLANNED ACTIVITY DESCRIPTION

This project provides Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into handheld data tablets. The tablets use an electronic version of the DRE face sheet, which eliminates the need for paper copies during an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data to the National DRE System with NHTSA, including drawings. This project will enhance data capture, reduce the time it takes to complete evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures.

PROJECT SAFETY IMPACTS

This project supports the DRE Program and collects necessary data to demonstrate changes in trends of impaired driving and assists in validating cost for the DRE program.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in monitoring the DRE Training to law enforcement officers in Indiana. In 2020 there were 219 fatalities from 190 collisions from drivers, who had a positive or pending drug result that died in collisions. The TSD is finding that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
The funds will assist with providing DRE Training to law enforcement officers in Indiana. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1 and C-5 which are the number of total fatalities and the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08% and above.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Information System	$135,000	$33,750	$0

INTENDED SUB-RECIPIENT(S): REGIS, State of Missouri

PLANNED ACTIVITY: ROADSIDE IMPAIRED DRIVING ORAL FLUID FOR DRUGGED DRIVING (RID-DD)

Planned activity number: M6OT-2022-24-00-00
Countermeasure Strategy: Supporting Law Enforcement

PLANNED ACTIVITY DESCRIPTION
The TSD will deploy the use of the oral fluid testing instruments for use at sobriety checkpoints and in Indiana counties demonstrating an imbalance of breath test administration for alcohol to the submission of blood samples for drug analysis. TSD will also deploy instruments to counties which display a high incidence of submissions for drug analysis.

In 2020 there were 219 fatalities from 190 collisions from drivers, who had a positive or pending drug result that died in collisions. During year one of the project 554 total tests were administered, with a positive test rate of 53.6% resulting in probable cause for arrest.

Funds for this program will purchase continuing testing supplies and provide for annual maintenance for existing units while adding additional testing instruments to increase the availability of instruments in metropolitan areas and incorporate additional rural counties along the Illinois, Michigan, Ohio boarders. Instruments are at a cost of less than the minimum equipment threshold value with testing supplies for these instruments separate. The SoToxa instrument logs testing information for monitoring the administration of oral fluid tests for data and program evaluation purposes. Officers from agencies who are at minimum trained in ARIDE will be eligible to participate.

The Impaired Driving Program Manager will provide oversight of this program.

PROJECT SAFETY IMPACTS

This project provides funding trained officers to utilize field instruments to analyze the oral fluid of a subject suspected of operating a vehicle while intoxicated on a substance other than or in addition to alcohol. Currently, Indiana law enforcement officers have only regional availability for roadside use to assist with establishing probable cause for drug impairment during operating while intoxicated investigations. Collecting oral fluid from a driver on the roadside can be easy, quick, and non-invasive. The accuracy of results will increase the faster a sample can be collected to the time the driver was operating a vehicle. The oral fluid test instrument provides the investigating police officer positive or negative test results, in minutes.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in increasing citations and arrests. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing citations and arrests. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected so Indiana law enforcement agencies will be more equipped to tackle of the issue of drug impaired driving, which is becoming more prevalent every year. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d	405d Low Other Based on Problem ID	$485,000	$121,250	$0

INTENDED SUB-RECIPIENT(S): County and Municipal Law Enforcement Agencies

FY 2022

Indiana Criminal Justice Institute

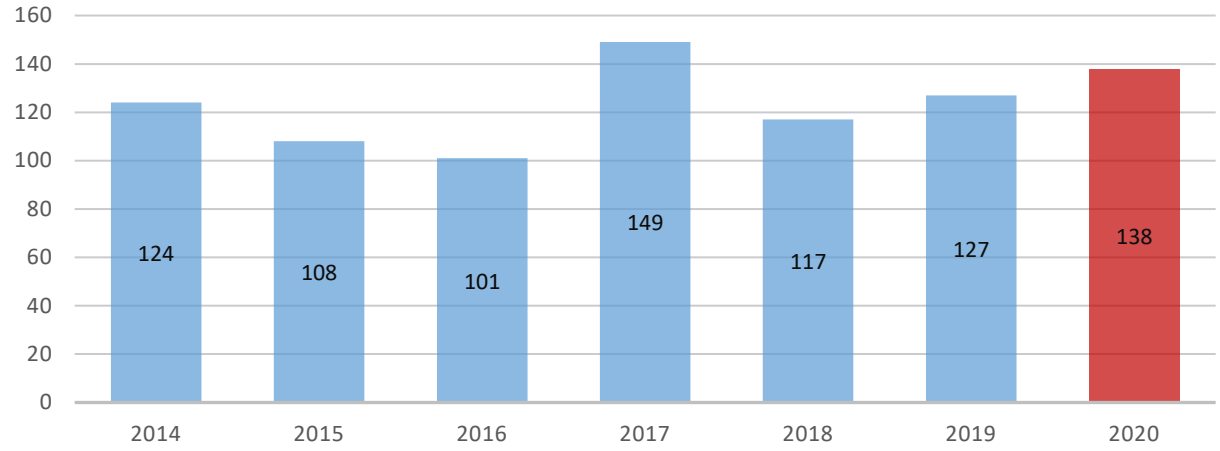
MOTORCYCLE SAFETY

PROGRAM AREA: MOTORCYCLE SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

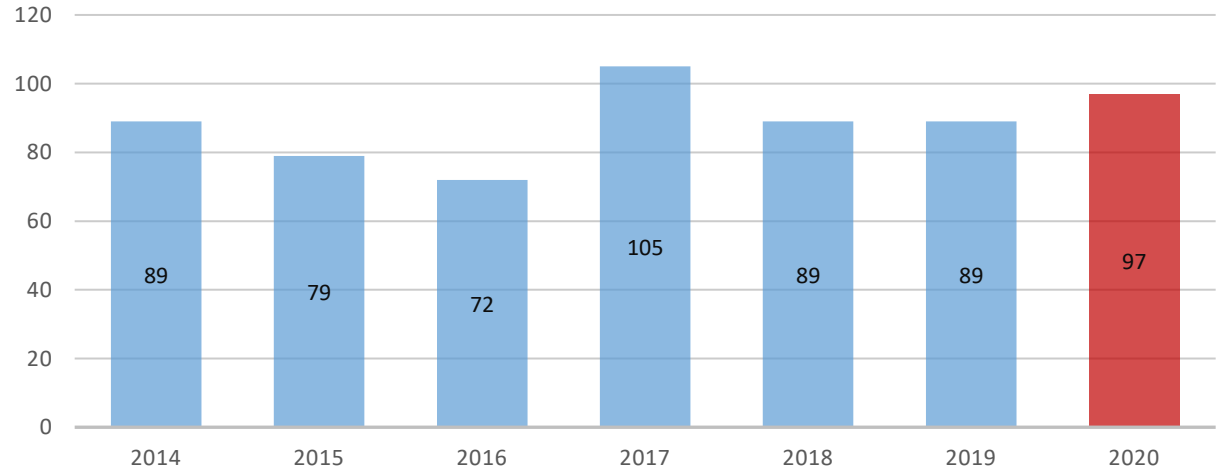
In 2020, there were 138 motorcycle fatalities, an increase 11 from 2019, and 11 less than the peak during the five-year period. Motorcycle fatalities are increasing at a rate of 8.6 percent per year over the last two years. Total motorcycle registration in Indiana for 2020 were, 234,014.

Figure 52. Total Motorcycle Fatalities



Source: 2014-19, FARS; 2020, ARIES

Figure 53. Un-helmeted Motorcycle Fatalities



Source: 2014-19, FARS; 2020, ARIES

In 2019, far more male motorcyclists (2,375) were involved in motorcycle collisions than female motorcyclists (321) with males also accounting for most motorcycle fatalities Figure 45. Male motorcyclists accounted for the most fatalities (105), an increase of 8 percent from 2018 and 2019, The number of collision-involved female operators decreased 22 percent from 2018 to 2019. The number of female motorcycle operators killed also declined by 53 percent 2018 (from 15 to 7).

Figure 54. Injury status of motorcyclists in Indiana collisions by gender and person type, 2015-2019. Source: ARIES, IU-PPI

Person type, gender, and injury status	2015	2016	2017	2018	2019	Annual rate of change 2018–19	Annual rate of change 2015–19
All riders	**3,499**	**3,407**	**3,403**	**2,875**	**2,698**	**-6.2%**	**-6.3%**
Fatal	107	98	144	112	112	0.0%	1.1%
Injured	2,417	2,326	2,288	1,932	1,818	-5.9%	-6.9%
Not injured	975	983	971	831	768	-7.6%	-5.8%
Male	**2,999**	**2,951**	**2,913**	**2,462**	**2,375**	**-3.5%**	**-5.7%**
Fatal	97	85	129	97	105	8.2%	2.0%
Injured	2,000	1,965	1,896	1,608	1,554	-3.4%	-6.1%
Not injured	902	901	888	757	716	-5.4%	-5.6%
Female	**497**	**449**	**482**	**409**	**321**	**-21.5%**	**-10.4%**
Fatal	10	13	15	15	7	-53.3%	-8.5%
Injured	415	361	392	324	264	-18.5%	-10.7%
Not injured	72	75	75	70	50	-28.6%	-8.7%
Operators only	**3,161**	**3,108**	**3,049**	**2,600**	**2,469**	**-5.0%**	**-6.0%**
Male	**2,911**	**2,884**	**2,829**	**2,394**	**2,315**	**-3.3%**	**-5.6%**
Fatal	97	84	127	94	104	10.6%	1.8%
Injured	1,928	1,909	1,823	1,555	1,504	-3.3%	-6.0%
Not injured	886	891	879	745	707	-5.1%	-5.5%
Female	**250**	**224**	**220**	**206**	**154**	**-25.2%**	**-11.4%**
Fatal	1	3	4	1	2	100%	18.9%
Injured	187	154	144	137	103	-24.8%	-13.9%
Not injured	62	67	72	68	49	-27.9%	-5.7%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Notes:
1) Excludes cases where gender or injury status are unknown.
2) Non-fatal injuries include individuals with at least one incapacitating, non-incapacitating, or other injury.
3) Not injured includes all individuals involved in collisions reported as null values in the injury status code field. Reporting officers are instructed to include all drivers in ARIES, but to include passengers in the crash report only if an injury occurs; therefore, not injured counts of passengers should be interpreted with caution.

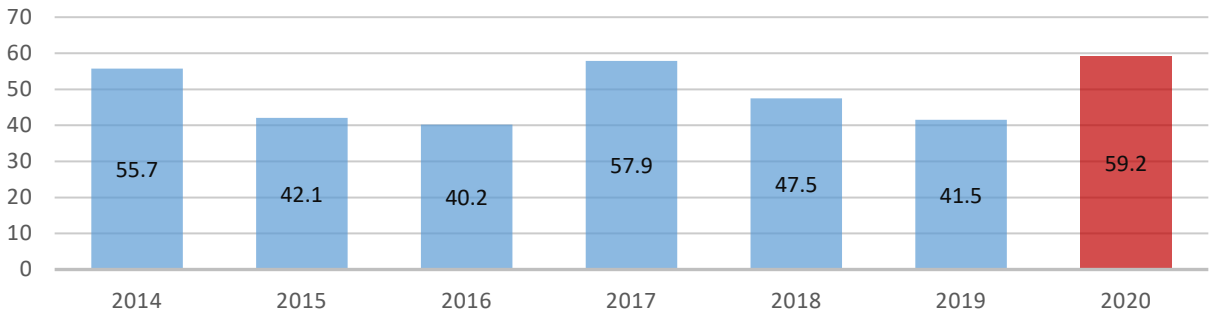
Collisions involving motorcycles predominately occurred during clear and dry weather conditions, on local/city straight/level roads during daylight hours. Un-endorsed riders accounted for 35.6%, 42 of 118, of all fatalities in 2019. Non-helmeted riders represented 70% of all motorcycle fatalities in 2020. Motorcycle fatalities per 100,000 registrations is predicted to be 45.6 in 2019. The 2017, 2018, and 2019 rates have steadily increased since 2015, to the highest rate in a decade of 59.2 in 2020. Data demonstrates that the number of collisions has not significantly increased, rather the total number of registrations have been decreasing for the last five years, with 2017 experiencing eight (8) additional collisions than 2020 and yielding a lower rate at 57.9 versus 59.2 in 2020.

Figure 55. Driver's license type reported by motorcycle operators involved in Indiana traffic collisions, 2015-2019, IU-PPI

Fatal motorcycle collisions	2015	2016	2017	2018	2019	2018-19	2015-19	2019
Motorcycle operators involved in fatal collisions	105	105	142	110	118	7.3%	3.0%	100%
Licensed, MC endorsement	46	58	63	54	60	11.1%	6.9%	50.8%
Operators w/MC endorsement	28	37	50	38	40	5.3%	9.3%	33.9%
Chauffeur w/MC endorcement	7	10	5	4	6	50.0%	-3.8%	5.1%
Motorcycle learner's permit	8	7	4	5	7	40.0%	-3.3%	5.9%
Motorcycle	3	4	3	6	7	16.7%	23.6%	5.9%
Public passenger chauffeur w/MC endorsement	0	0	1	1	0	-100%	N/A	0.0%
Licensed, no MC endorsement	56	40	65	42	42	0.0%	-6.9%	35.6%
Operator	52	35	60	34	38	11.8%	-7.5%	32.2%
Commercial driver	1	5	1	3	2	-33.3%	18.9%	1.7%
Chauffeur	1	0	3	2	0	-100%	-100%	0.0%
Motorcycle learner's permit	1	0	1	2	2	0.0%	18.9%	1.7%
Public passenger chauffeur	1	0	0	1	0	-100%	-100%	0.0%
No license	2	7	13	14	16	14.3%	68.2%	13.6%
Unknown license status	1	0	1	0	0	N/A	-100%	0.0%

Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020
Indiana Bureau of Motor Vehicles, as of April 3, 2020

Figure 56. Motorcycle Fatalities per 100k Registrations

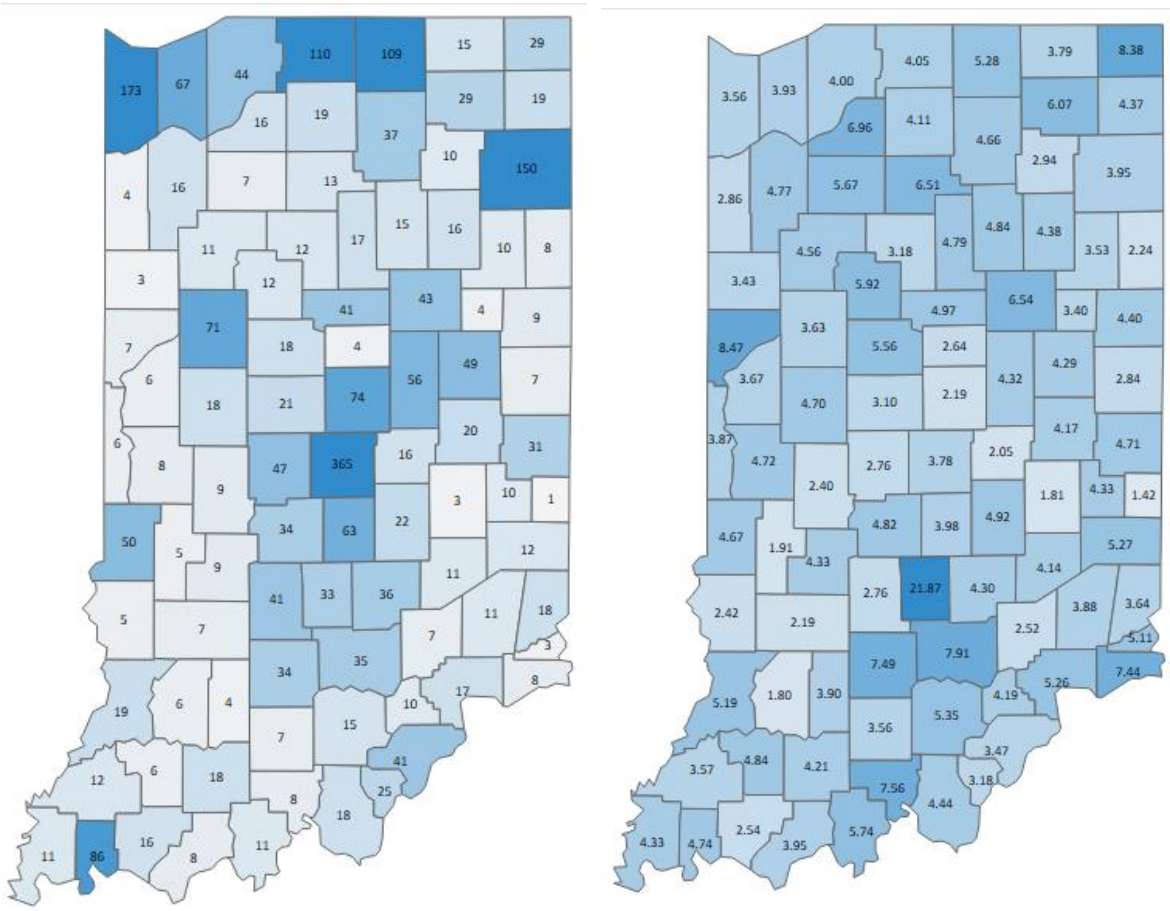


Source: ARIES, BMV

In 2019 almost 75% of motorcycle collisions occurred between May through September, with most occurring during August (418). The most common age group involved in a motorcycle collision is 20 to 29 years old. The top two primary factors primary factors involved in motorcycle collisions were other motorist "Failure to yield right of way" and "Following too closely" by motorcyclists. Although Indiana tracks all motorized bikes, mopeds, and motorcycles when calculating total collisions and fatalities, it is of note that just over 75% of motorcycle collisions involved a traditional, large, motorcycle rather than a moped or small motorized bike, which have their own classifications.

Utilizing the data visualization maps is an enhanced analysis for total motorcycle crashes in 2020, Central Indiana contains a cluster of crash incidents, depicted by the darker blue counties. Projects for mitigation of the sustained fatality rate of motorcycle riders in Indiana will prioritize the data indicated regions of higher collision rates.

Figure 57. Motorcycle Collisions per County (Left) and Motorcycle Collisions per 10,000 Population (Right) in 2020. Source: ARIES



PLANNED ACTIVITY: PROGRAM MANAGEMENT MOTORCYCLE

Planned activity number: PM-2022-MC-40-00
Countermeasure Strategy: Highway Safety Office Program Management Motorcycle

PLANNED ACTIVITY DESCRIPTION

This project provides funding for program management to develop and implement programs designed to improve the safety of motorcyclists. The programs should facilitate motorcycle safety training, proper licensing, riding unimpaired, and utilizing all proper motorcycle rider protective gear. Current projects include the High Visibility Enforcement (HVE) Motorcycle Project, sponsorship of the Miracle Ride. Current partnerships for events such as Motorcycle Safety Awareness Month, and Motorcycles on Meridian.

PROJECT SAFETY IMPACTS

Motorcycle safety program management will be part of the assigned program manager's duties. The program manager will help each region try to lower their motorcycle collisions through grant funding.

LINKAGE BETWEEN PROGRAM AREA(S)
The funds will assist the program managers to help the LELs in identifying these counties and providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance targets C-5, C-7, C-8, 15, and 16.

- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- C-7 Target: Prevent an increase of motorcyclist fatalities to no more than 138 in 2022.
- C-8 Target: Prevent an increase of un-helmeted motorcyclist fatalities to no more than 97 in 2022.
- 15 Target: Prevent an increase in the rate of motorcycle fatalities per 100K registrations to no more than 53.1 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds for this countermeasure will support the regional program managers monitoring of the motorcycle grants. This countermeasure strategy does not involve the national mobilizations directly. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act NHTSA 402	Motorcycle Safety	$20,000	$5,000	$0

INTENDED SUB-RECIPIENT(S): ICJI - TSD

PLANNED ACTIVITY: HIGH VISIBILITY ENFORCEMENT (HVE) MOTORCYCLE ENFORCEMENT

Planned activity number: FDL*MC-2022-49-00-00
Countermeasure Strategy: High Visibility Enforcement

PLANNED ACTIVITY DESCRIPTION
Motorcycle registrations in Indiana had increased to an all-time high of over 200,000 in the State of Indiana to a peaked in 2015 with 250,571. and remain well above 200,000 with 234,229 in 2019. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator.

Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2018 and continuing in 2020, clearly indicated two areas within the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson, and northwest Shelby counties.

While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE campaigns at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides to increase awareness of motorcycles for other motorists and reinforce the importance of being properly endorsed. ICJI will provide up to 5,000 motorcycle safety fact sheets to the agencies conducting these campaigns to hand out to riders at these events.

PROJECT SAFETY IMPACTS

This countermeasure focuses on providing materials at motorcycle events that discuss how drugs and alcohol can impair a motorcyclist and contribute to fatal accidents. Officers will be handing out these materials and watching to see if any riders at the event appear impaired and stop them from riding while on patrol. This countermeasure focuses on the impaired riders the unendorsed rider grant emphasizes proper licensing for riders.

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist in increasing citations, arrests, and education. Any police agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Rider awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5, 13, 14, and 16. The program will also assist the state in achieving performance targets C-7 and C-8, and 15.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- C-7 Target: Prevent an increase of motorcyclist fatalities to no more than 138 in 2022.
- C-8 Target: Prevent an increase of un-helmeted motorcyclist fatalities to no more than 97 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 15 Target: Prevent an increase in the rate of motorcycle fatalities per 100K registrations to no more than 53.1 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist in increasing citations, arrests, and education. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Most motorcycle collisions are occurring between May through September; therefore, enforcement will be limited to May through September. Impaired motorcyclists are prone to committing many risky traffic behaviors increasing their chance of being involved in a collision. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence

of impaired driving incidents. This countermeasure does not support enforcement during the national mobilizations.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405D (FLEX)	Motorcycle Safety	$65,000	$16,250	$0

INTENDED SUB-RECIPIENT(S): City/County Law Enforcement Agencies

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PLANNED ACTIVITY: MOTORCYCLE RIDER TRAINING AND AWARENESS INITIATIVE

Planned activity number: M9MT-2022-48-00-00
Countermeasure Strategy: Motorcyclist Licensing & Motorcycle Training

PLANNED ACTIVITY DESCRIPTION

In collaboration with the Indiana Bureau of Motor Vehicles (BMV), the TSD will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. The BMV will start by contacting unendorsed operators in the top 30 counties with the highest motorcycle collisions. If funds remain, they will then notify unendorsed operators in other counties. By starting with the top 30 counties, we are planning to reduce the number of motorcycle collisions in those counties. Ride Safe Indiana, www.in.gov/rsi, within the Bureau of Motor Vehicles is the responsible entity for rider training, utilizing

This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement. The mailing will also provide a link for riders to obtain more information on motorcycle safety courses and how to obtain a motorcycle endorsement. Funding will support the printing, mailing, and digital media efforts required of the project.
Funding provided will allow for motorcycle training course to be held for non-endorsed operators. Including the allowable use of funds for only for motorcyclist safety training and motorcyclist awareness programs, including:

1. Improvements to motorcyclist safety training curricula.
2. Improvements in program delivery of motorcycle training to both urban and rural areas, including -
    A. Procurement or repair of practice motorcycles.
    B. Instructional materials.
    C. Mobile training units; and
    D. Leasing or purchasing facilities for closed-course motorcycle skill training.

PROJECT SAFETY IMPACTS

Motorcycle rider licensing focuses on getting unendorsed riders to take either a skills test or training course to receive the full motorcycle rider endorsement. In the State of Indiana, a motorcyclist must have a motorcycle learner permit to operate a motorcycle, but there are some added restrictions which

those with the endorsement do not have to abide by. One way that we plan to use this countermeasure is by having the BMV identify individuals who have a motorcycle registered to them, though we cannot single out those who are unendorsed. The BMV will notify registered motorcycle owners about the benefits of having an endorsement while also advertising the other training courses. This targets the audience of unendorsed riders while also promoting the level 2 and 3 courses to endorsed riders. The level 2 and 3 courses are not necessary to receive the license but teaches skills to improve riding ability.

LINKAGE BETWEEN PROGRAM AREA(S)

These funds will assist in Providing education to encourage proper licensing by motorcycle operators. The primary reasons for motorcycle fatalities are due to not being properly educated and licensed, along with impairment. Indiana has identified the top 30 counties with the most motorcycle collisions and will target those counties to receive the initiative funds. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing motorcycle safety. Rider awareness of education and enforcement will provide further reduction in incidence of motorcycle collisions, helping Indiana achieve performance targets C-1, C-3, C-7, C-8, 13, 14, and 15.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-7 Target: Prevent an increase of motorcyclist fatalities to no more than 138 in 2022.
- C-8 Target: Prevent an increase of un-helmeted motorcyclist fatalities to no more than 97 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 15 Target: Prevent an increase in the rate of motorcycle fatalities per 100K registrations to no more than 53.1 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist in providing motorcycle operator education. Endorsed riders learn skills of how to avoid a collision that unendorsed riders are potentially unaware of. The Indiana Bureau of Motor Vehicles notified the TSD that about 50 percent of registered motorcycle riders are not endorsed. The more educated and endorsed riders there are on the road the fewer motorcycle fatalities and injuries will occur, as well as fewer motorcycle collisions in general. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing motorcycle safety. Rider awareness of education and enforcement will provide further reduction in incidence of motorcycle collisions.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405f	405f Motorcyclist Training	$120,000	$30,000	$0

INTENDED SUB-RECIPIENT(S): Indiana Bureau of Motor Vehicles

FY 2022

Indiana Criminal Justice Institute

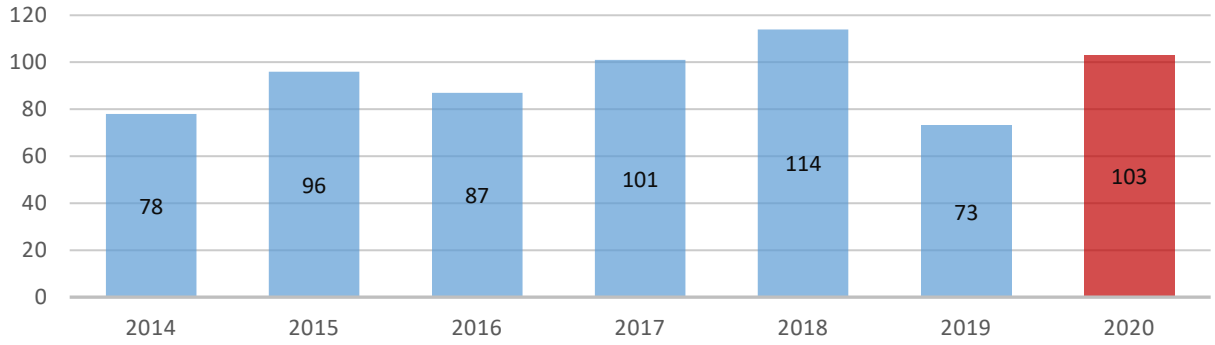
PEDESTRIAN/BICYCLISTS

PROGRAM AREA: NON-MOTORIZED (PEDESTRIANS AND BICYCLIST)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

In 2020, pedalcyclists and pedestrians were involved in 2,008 crashes, a decrease of 15.4 percent from 2019 with 2,318 collisions. While collisions decrease mortality of these collisions suffered with 5.1 percent resulting in 103 fatalities, a 29 percent increase from 2019. On average between 2015 and 2019, pedestrians accounted for 65 percent of all non-motorists involved in collisions, while pedalcyclists made up, on average, 31 percent of all non-motorists. Animal-drawn vehicle operators saw an increase in 2020 to 104 collisions, resulting in four deaths and 29 injuries, up from 99 collisions involving animal-drawn in 2019 resulting in one death and 22 injuries.

Figure 58. Pedestrian Fatalities



Source: 2014-19, FARS; 2020, ARIES

The two most common days pedestrian collisions occur on are Friday (263) and Wednesday (260) and the two most common day bicyclist collisions occur on are Tuesdays (142) and Friday (137). Failure to yield and pedestrian action are reported as the primary crash factor in 58% of crashes for both bicyclists and pedestrians.

Figure 59. Non-motorists involved in Indiana collisions, by person type, and day of week, 2019, Chart Source: IUPPI

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total by time of day	% by time of day
Time of day									
Midnight-2:59 a.m.	29	6	14	4	11	4	12	80	4.9%
3-5:59 a.m.	16	6	11	6	12	12	12	75	4.6%
6-8:59 a.m.	6	41	42	56	34	54	12	245	14.9%
9-11:59 a.m.	21	40	39	42	49	51	35	277	17%
Noon-2:59 p.m.	42	54	64	53	61	68	58	400	24.3%
3-5:59 p.m.	41	96	94	97	103	104	63	598	36.4%
6-8:59 p.m.	48	68	81	77	67	66	59	466	28.3%
9-11:59 p.m.	32	33	31	34	29	41	48	248	15.1%
Total	**235**	**344**	**376**	**369**	**366**	**400**	**299**	**2,389**	**100%**
% by day	**9.8%**	**14.4%**	**15.7%**	**15.4%**	**15.3%**	**16.7%**	**12.5%**	**100%**	

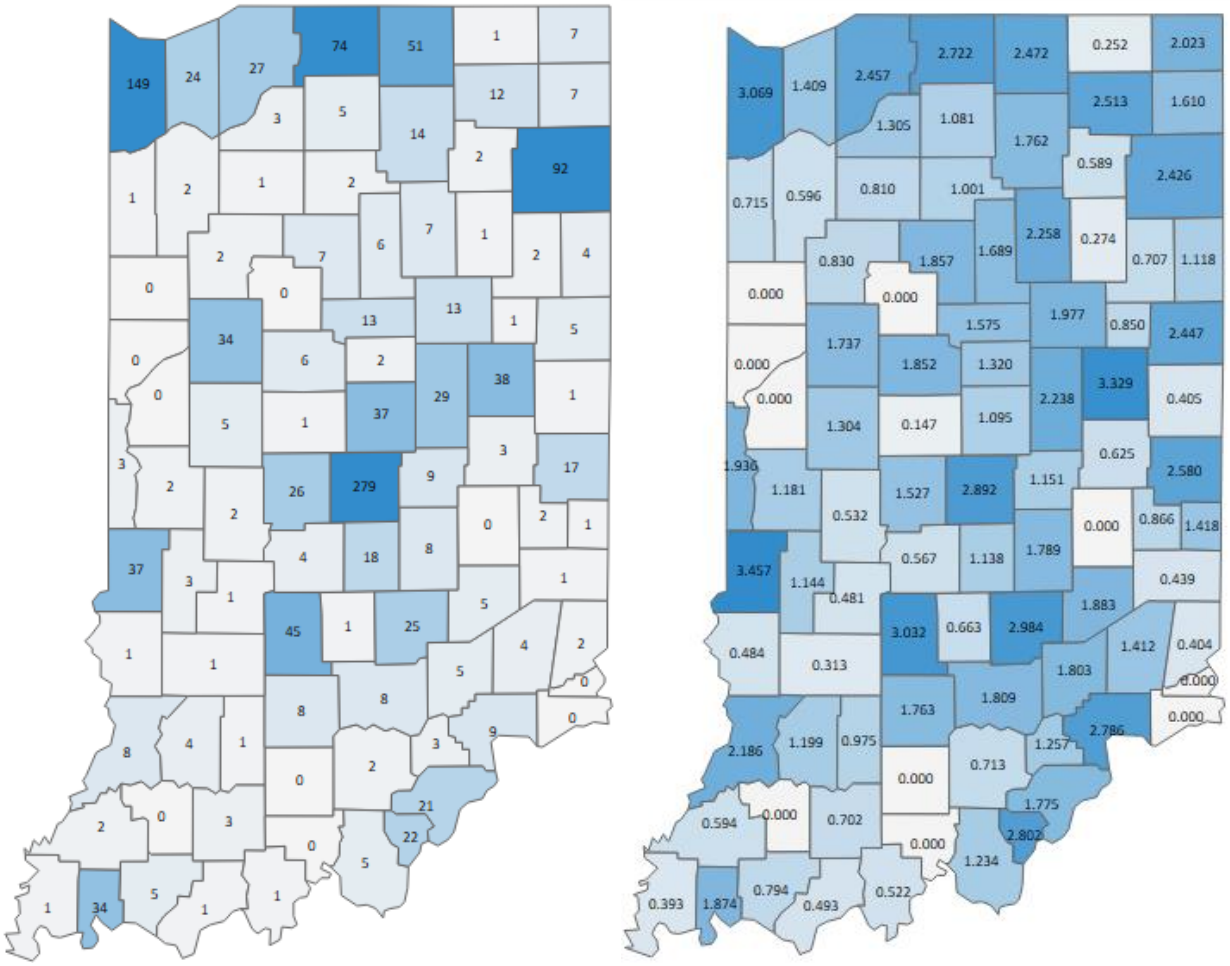
Low < < > > High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Note: Data limited to collisions where day and time were reported.

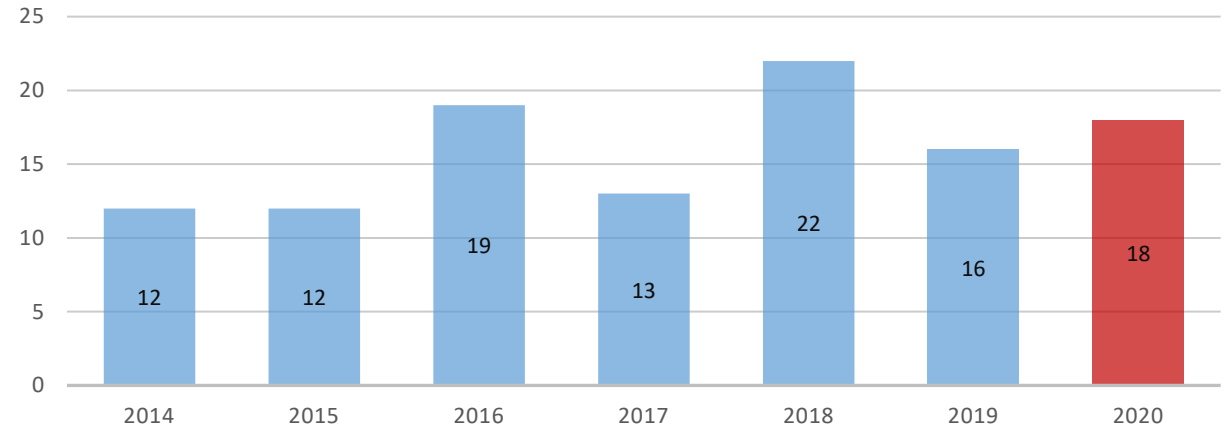
The Central Region of the state has the most pedestrian and bicyclists' collisions. Seven counties account for just over 55% of pedestrian and bicyclists' collisions (Allen, Hamilton, Lake, Marion, Monroe, St. Joseph, and Tippecanoe). The top twenty counties make up 80% of pedestrian collisions; Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo (these are the additional thirteen to the seven counties listed in the previous sentences). The top twenty counties make up almost 82% of bicyclist collisions: Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo.

Figure 60. Pedestrian collisions per county (left) and pedestrian collisions per 10,000 population (right) in 2020



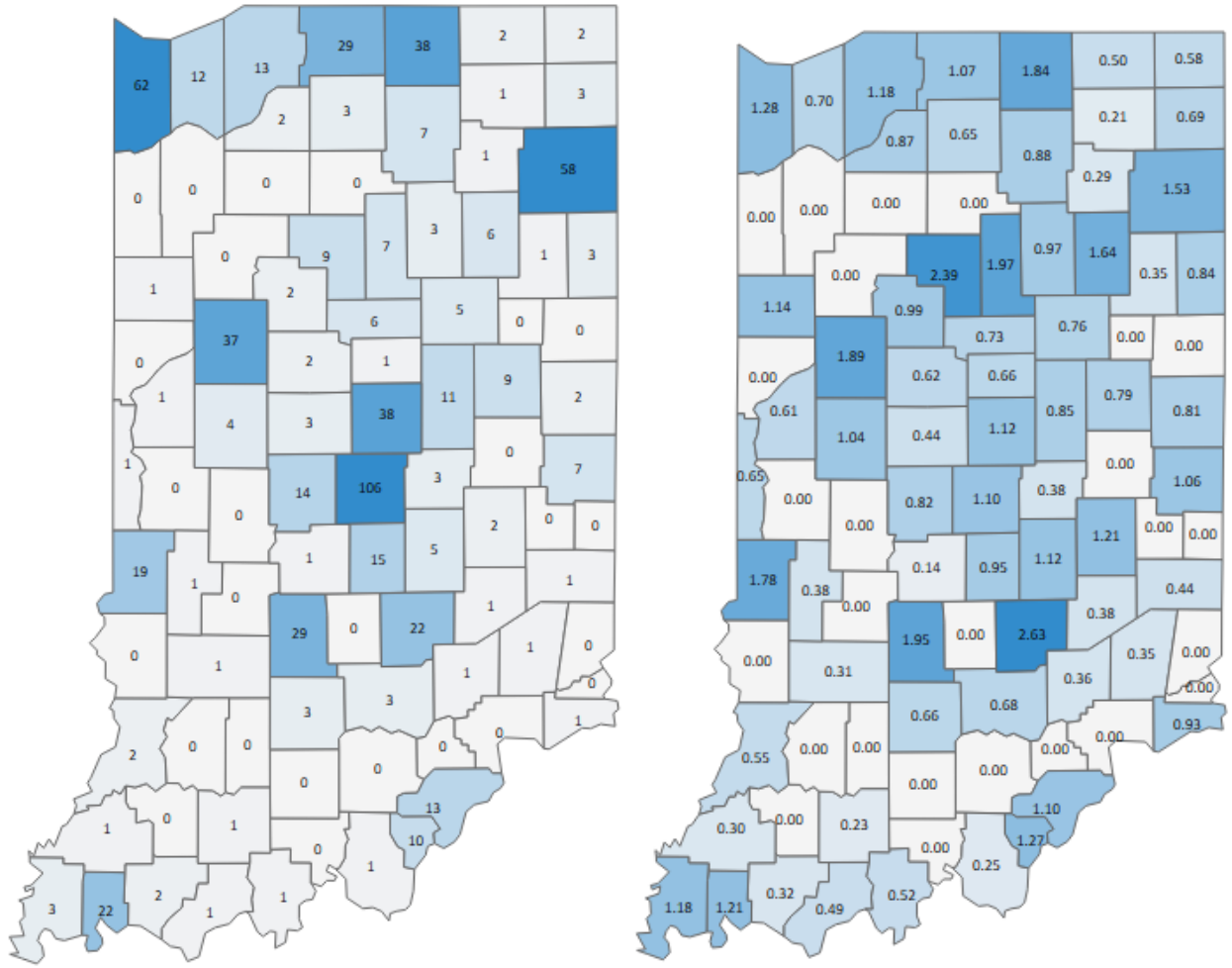
Source: ARIES

Figure 61. Bicycle Fatalities



Source: 2014-19, FARS; 2020, ARIES

Figure 62. Bicycle collisions per county (left) and Bicycle collisions per 10,000 population (right) in 2020



Source: ARIES

PLANNED ACTIVITY: PEDESTRIAN AND PEDAL-CYCLIST FATALITIES

Planned activity number: FDL*PS -2022-10-00
Countermeasure Strategy: Integrated Enforcement Strategies

PLANNED ACTIVITY DESCRIPTION

Issues regarding pedestrians and cyclists are diverse and impact communities differently. The top thirty counties for pedestrian and bicyclist collisions will receive priority for this funding. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Enforcement and education should be data driven specific to the applicant recipient to address the diversity of crash causations by geographical location. Using bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY 2018, the TSD awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. The TSD feels continued funding would help reduce these numbers further.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

This enforcement strategy increases compliance with pedestrian, pedal-cyclist, and motorist traffic laws that are most likely to happen due to increased pedestrian and motorist exposure. For departments to receive funds they must demonstrate a need for them through collision data and add an educational component and an evaluation component to their project using these funds. This is the only countermeasure strategy for pedestrian and pedal-cyclist enforcement activity

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist with a combination of enforcement and education. Pedestrian action is defined as a pedestrian not following traffic laws such as crossing outside of a crosswalk or crossing when they do not have the walk sign. Over 55% of collisions involving pedestrians or pedal-cyclist are due to either a failure to yield by the motorist or pedestrian/pedal-cyclist. An average of 12.5% of collision fatalities in Indiana over the last two years are pedestrians or pedal-cyclists, and funding is needed to lower this percentage. This program will help the state achieve performance targets C-1, C-3, C-10, C-11, 13, and 14. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing pedestrian and bicyclist safety.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
These funds will assist increasing pedestrian and bicyclist safety through education and enforcement of applicable traffic laws. Providing both education and enforcement behaviors of those involved in the collisions will change by understanding consequences of risky behavior. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for increasing pedestrian and bicyclist safety. Driver awareness of enforcement will provide increased general deterrence for incidence of pedestrian and bicyclist collisions.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d (FLEX)	405d Low Pedestrian/Bicycle Safety	$250,000	$62,500	$0

INTENDED SUB-RECIPIENT(S): City/County Law Enforcement Agencies

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PLANNED ACTIVITY: S.A.V.E: STOP ARM VIOLATION ENFORCEMENT PROJECT

Planned activity number: PS-2022-09-00-00
Countermeasure Strategy: Safe Routes to School

PLANNED ACTIVITY DESCRIPTION
The S.A.V.E. Project has a specific objective to utilize High Visibility Enforcement (HVE) in areas reported through a collaborative partnership between school corporations, school resource officers, and school bus drivers to identify areas where school bus stop arm violations are occurring. Enforcement activity for this project will be reported separately from all other traffic safety programs, which will encapsulate program activity within this project opportunity to evaluate the program footprint, community impact, and future sustainment in subsequent HSP's. Project participants will be required to complete one media outreach item following each mobilization period and submit evidence thereof with their programmatic reporting.

PROJECT SAFETY IMPACTS
The safe routes to school countermeasure will improve the safety for children walking or bicycling to school, this would also include boarding or exiting school busses. The safe routes to school countermeasure will protect children as pedestrians, an area that is not targeted with the other countermeasures in this program area. Many of the countermeasures in this are target protecting children in a vehicle, by using restraints.

Safe routes targets child as pedestrians making it to and from school. This countermeasure addresses the collisions and violations that involve children either getting on or off a school bus. Indiana has seen an increase in 2018 and 2019 in the number of stop arm violation reports submitted to the Indiana Department of Education.

Year	Violation	% Change	Violations
2018	Stop Arm Violations	-	1262
2019	Stop Arm Violations	62%	2886
2020	Stop Arm Violations	*37%	1742
	*From 2018, prior to S.A.V.E. Program		

LINKAGE BETWEEN PROGRAM AREA(S)

The funds will assist law enforcement officers in providing focused enforcement for drivers who pass a school bus during their commute. This is not part of the national mobilizations; it does include two statewide mobilizations "Returns to School" in the fall and spring. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" to increase pedestrian safety. This program will help the state meet performance target C-1, C-3, C-2, C-9, C-10, C-11, 13, 14, and 17.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-9 Target: Prevent an increase of collisions involving drivers aged 20 or younger to no more than 105 in 2022.
  C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist law enforcement agencies with increased enforcement during mobilizations and allow for funding to support collaboration trainings with schools, drivers, and officers to identify problem areas and best practice resolutions. Indiana has seen an increase in 2017 and 2018 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2018 these violations resulted in fatalities of children in the process of boarding school buses. According to the Indiana Department of Education there were over 3,000 bus stop arm violations across Indiana daily. In a school year of 180 days that is over 540,000 stop arm violations for the state. Any one of those 540,000 could result in children being fatally struck. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" to increase pedestrian safety. Driver awareness of enforcement will provide increased general deterrence of collisions involving pedestrians.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act NHTSA 402	Pedestrian Safety	$250,000	$0	$0

INTENDED SUB-RECIPIENT(S): City/County Law Enforcement Agencies

FY 2022

Indiana Criminal Justice Institute

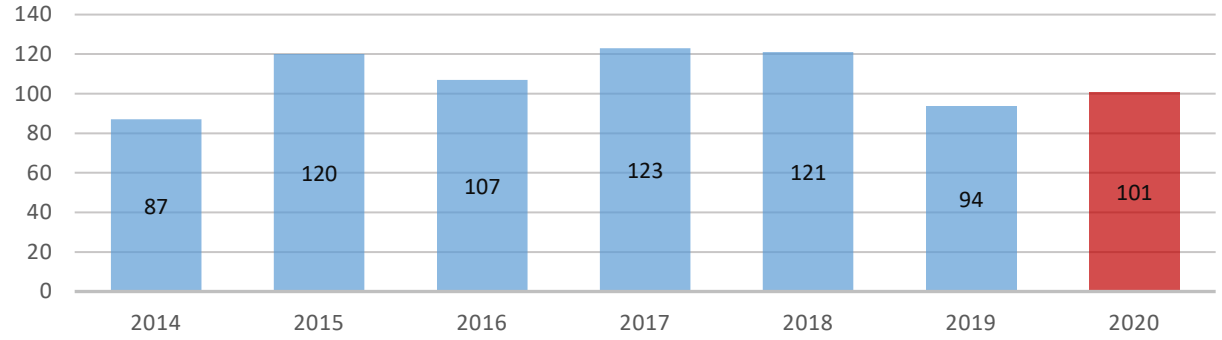
YOUNG DRIVERS

PROGRAM AREA: YOUNG DRIVERS

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

In 2020, 11.4% of drivers involved in fatal collisions were young drivers (ages 15-20). For any six-hour period, the highest number of young drivers in incapacitating injury collisions occurred between 3:00 PM and 8:59 PM (40%). 15 of Indiana's 92 counties accounted for 48% of all young drivers in incapacitating injury collisions, including some of Indiana's most populated urban counties (Marion, Allen, Lake, Elkhart, Hendricks, Hamilton, Madison, and Vanderburgh). The top two primary contributing factors in these collisions were "failure to yield right of way" (22.7%) and "ran off road right" (18.1%) with the young driver being citated at the primary factor contributor. These two primary factors accounted for more than 40% percent of all young drivers involved in incapacitating injury collisions.

Figure 63. Drivers 20 and Under Involved in Fatal Collisions



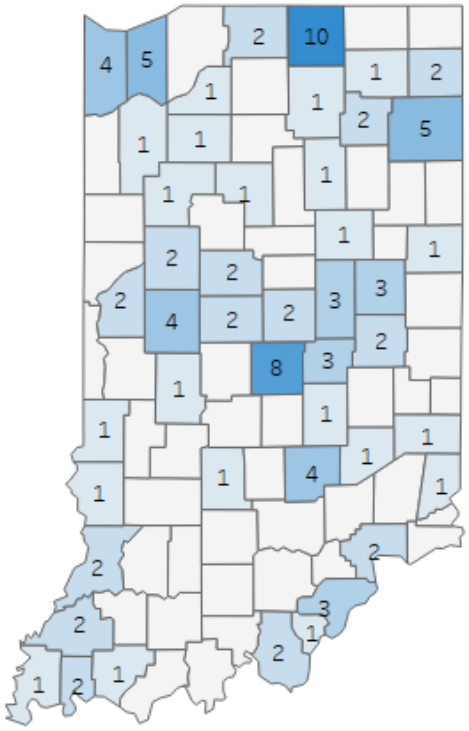
Source: 2014-19, FARS; 2020, ARIES

In 2019, 19.7% of young drivers (18 young drivers) involved in fatal collisions tested positive for alcohol and/or drugs (includes positive and pending drug results). Nine of the young drivers who were involved in positive result collisions died. In 2018, 60 young drivers were killed in collisions, a 22% increase from 2017 (49). It is projected that 40 young drivers were killed in collisions in 2019, a 33% decrease from 2018. The SADD, SUDS, ICE and CIS programs have all been in place for at least five years.

In the past seven years the number of fatal and incapacitating collisions for young drivers has declined. This age group also has the highest percentage of any age group for engaging in distracted driving during a collision. For every 1,000 collisions 5 young drivers were at fault due to distraction. Every age group of drivers demonstrate participation in distracted driving. For every 1,000 collisions 3.9 drivers' ages 21-24 and ages 25-44 were at fault due to distraction.

Those who are 45 and older were the least likely to be at fault for a collision due to distraction (3.8 to every 1,000 collisions). Distraction is considered a contributing factor, but crash statistics will not show it as the primary cause of the crash.

Figure 64. Young drivers involved in



PLANNED ACTIVITY: TEEN TRAFFIC SAFETY AND EDUCATION PROGRAM

Planned activity number: M1*TSP-2022-15-00-01
Countermeasure Strategy: Community Traffic Safety Programs

PLANNED ACTIVITY DESCRIPTION

A primary method for Indiana to address the number of teens killed or injured in collisions is through partnership with the Students Against Destructive Decisions (SADD) program. Grant funding from ICJI is to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle schools, high schools, and college campuses.

SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs. This attempts to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities.

Funds are also used to pay for travel and training supply costs for training activities focusing on speed, distracted driving, choices for good outcomes, and best practice driving actions at more than 150 schools throughout the state. Training supply costs may include, but are not limited to, hands on teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge with no individual item to exceed a cost of more than $4,000.00. Funding amount set at a minimum of 10 percent of the award is designated to supporting youth attendees ages 19 and younger who are returning members to Indiana Chapters the following school year to attend the Annual National SADD convention. All equipment will be identified in the project budget.

Indiana SADD will coordinate with Alliance Highway Safety to coordinate efforts from project PM-2022-36-PM-00. Alliance provides on-site education and outreach for the young driver programs. Programs include Choice Matter, Prom Red Carpet Sponsor (Impaired Driving Messaging). Educational advertising messaging items are reusable items that are used during each educational outreach event, including but not limited to: banners, backdrops, carpet runners, tabletop covers, booth tent covers for outside events with SADD Groups. All these items will be reused throughout the year long program and will then be returned to the ICJI for reuse at future events. The educational messaging noted is the logo printing to these items are the NHTSA” Drive Sober or Get Pulled Over”,” If You Feel Different, You Drive Different” logos along with the” ICJI” logo.

ICJI partners with Alliance Highway Safety to conduct a unique program entitled *Rule the Road*. Rule the Road is a collaboration between ICJI, Indiana SADD, law enforcement agencies, schools, and communities to improve teen driver safety. Rule the Road events are held throughout the state providing teens with hands-on driving training through certified emergency vehicle operation instructors. These events also educate young drivers and their parents about the GDL law, basic car maintenance, seat belt safety, and dangers of distracted and impaired driving. This funding allows for approximately twelve events to be held throughout the state. Funding provides for officer overtime as costs, traffic cones, and skid car tire kits for training vehicles. Assigned program manager will provide oversight and monitoring of this project.

Integration and partnership of this activity with Indiana SADD provides delivery of live speakers promoting good choices through "Choices Matter" placing young drivers face to face with persons of their own age sharing the effects of choices made and the aftereffects.

PROJECT SAFETY IMPACTS
Reduce the number of Young Driver involved crashes, injuries, and fatalities by teaching young drivers proper car handling skills, reinforcing the importance of seat belt use, and discouraging distracted and impaired driving.

LINKAGE BETWEEN PROGRAM AREA(S)
The funds will assist in further education of young drivers to decrease the number of instances of young drivers being killed or injured in collisions. Education will be used to discourage teens from distracted driving and impaired driving and to encourage seat belt use. This program will help the state achieve performance targets C-1, C-4, C-5, and C-9.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- C-9 Target: Prevent an increase of collisions involving drivers aged 20 or younger to no more than 105 in 2022.

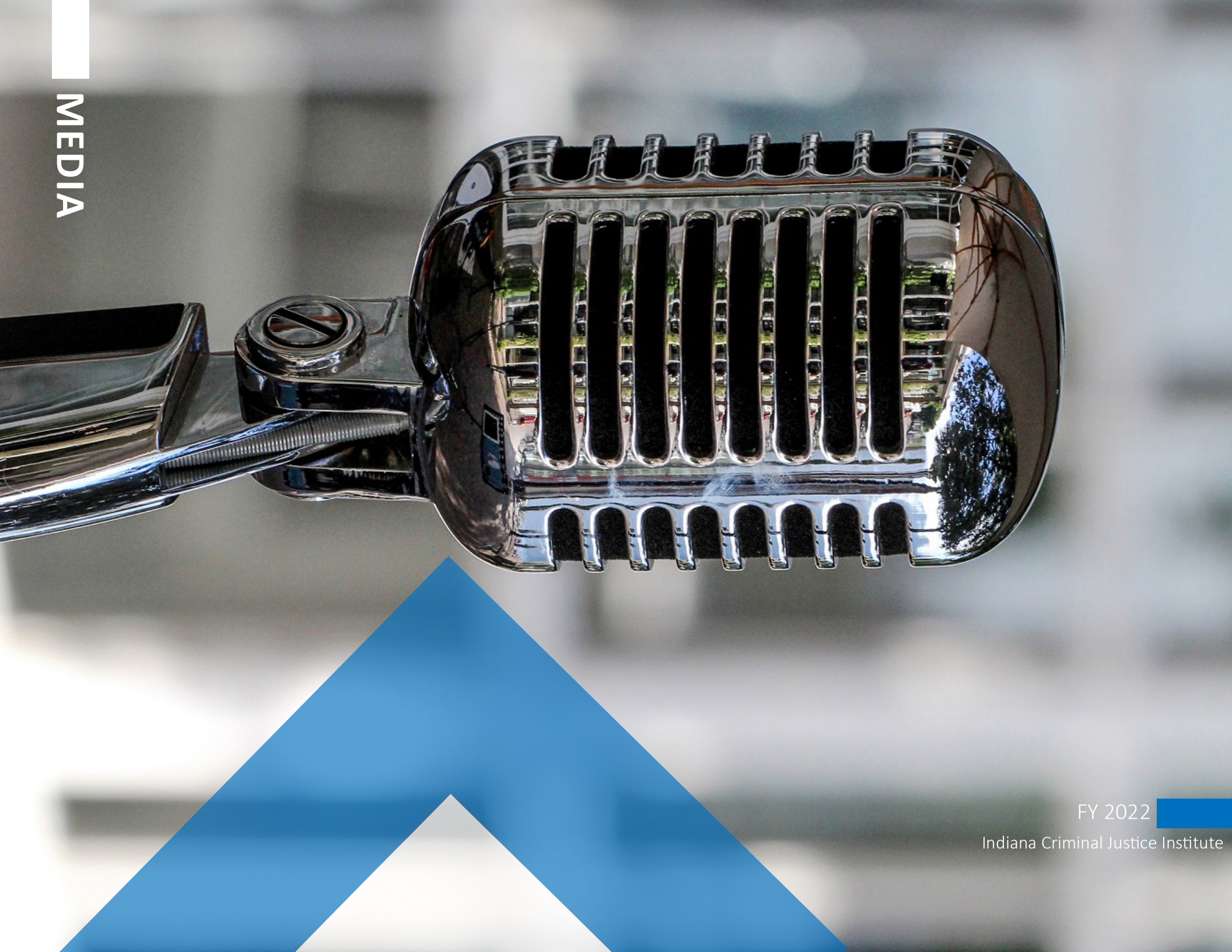
RATIONAL FOR SELECTING COUNTERMEASURE/AMOUNT
This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating underage impaired driving. Targeting young drivers when they are first beginning to driver offers the best chance for instilling good driving habits for life.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405b (FLEX)	405b High Teen Safety Program	$300,000	$300,000	$0

INTENDED SUB-RECIPIENT(S): State SADD Chapter of Indiana

MEDIA



FY 2022

Indiana Criminal Justice Institute

PROGRAM AREA: MEDIA AND COMMUNICATIONS

Planned Project Number: PM-2022-37-00-00, FDL*PM-2022-38-00-00
Primary Countermeasure Strategy ID: Paid Media: Mass Media Campaign
Secondary Countermeasure Strategy ID: Communications and Outreach

OVERVIEW

ICJI will work to reduce the number of traffic-related crashes, injuries, and fatalities by conducting targeted mass media campaigns and outreach activities around the following traffic safety program areas: occupant protection, motorcycle safety and awareness, child passenger safety, young drivers, school bus stops, impaired driving, aggressive driving, and bicyclist and pedestrian safety. For each campaign, communication goals, target audience(s), and deployment and messaging strategies will be developed based on the latest available crash data and trends, in conjunction with the *NHTSA Countermeasures that Work* ninth edition, with a higher concentration of resources being devoted to address performance measurement target shortfalls and geographic problem areas.

Media efforts will either be used to create a deterrent, coinciding with state and national law enforcement mobilizations, or will focus on behavior modification through NHTSA's various normative campaigns, as specified in the 2021 Communications Calendar. While asset delivery will vary depending on the audience and goals of each campaign, most of ICJI's outreach activities, both paid and earned, will take place on the following communication mediums: television (including CTV), radio, digital, social media, and event spaces. Additionally, CJI will place special emphasis on reaching younger audiences, as habits are often developed earlier in life.

ICJI will continue to use earned media and will leverage existing partnerships with key traffic safety stakeholders, while pursuing new ones in the public, private and non-profit sectors. Primarily, this consists of working with law enforcement and other governmental agencies, but also includes fostering relationships and cross promotional opportunities with outside organizations, such as Miracle Ride for Riley Hospital, ABATE and Purdue University, to name a few.

GOALS

- Reduce the number of traffic-related crashes, injuries, and fatalities by conducting targeted mass media campaigns and outreach activities around the following traffic safety program areas: occupant protection, motorcycle safety and awareness, child passenger safety, young drivers, school bus stops, impaired driving, aggressive driving, and bicyclist and pedestrian safety.
- Combine local and national media exposure with high visibility enforcement to create a deterrent.
- Publicize social norming initiatives to heighten awareness and increase positive behavioral change.
- Build and sustain partnerships with key individuals and organizations to maintain awareness in between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods.

Figure 65. FY2022 Communications Plan and Funding Chart

Funding Source	Plan ID	Communications Plan Title	Program Area
405D	CP22-01	Safe Holiday Travel	Impaired Driving
405D	CP22-02	St. Patrick's Day/March Madness Safe Travel Campaign	Impaired Driving
405D	CP22-03	Drive Sober or Get Pulled Over National Mobilization	Impaired Driving
405D	CP22-04	Sustained Impaired Driving Outreach	Impaired Driving
402	CP22-05	Click It or Ticket (November/May)	Occupant Protection
402	CP22-06	Safe Holiday Travel	Occupant Protection
402	CP22-07	Motorcycle Endorsement Marketing Campaign	Motorcycle Safety
402	CP22-08	Stop Arm Violation Enforcement Program Media Campaign	Pedestrian Safety
402	CP22-09	Distracted Driving Campaign Development	Young Drivers
405H	CP22-10	Pedestrian/Bicyclists Campaign Development	Pedestrian Safety

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405d (FLEX)	Paid Advertising	$400,000	$100,000	$0
FAST Act 402	Paid Advertising	$250,000	$62,500	$0
FAST Act 405H	Paid Advertising	$485,000	$121,250	$0

SAFE HOLIDAY TRAVEL – IMPAIRED DRIVING

Plan ID: CP22-01

PLANNED ACTIVITY DESCRIPTION

This is an integrated paid media campaign designed to inform the public about the dangers and consequences of alcohol- and drug-impaired driving. The goal is to reduce the number of impaired-related collisions, injuries, and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement during the November/December holiday season.

Indiana's safe holiday travel plan combines high visibility enforcement with local and national media exposure. Following NHTSA's 2022 Communications Calendar, ICJI will use a combination of advertising from the national *Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving,* and *If You Feel Different, You Drive Different* media campaigns, working to, not only create a deterrent, but also emphasize driving sober as a social norm.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34 with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data.
Media tactics will include a combination of television, radio, digital and social media. Flights will run when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts, which has proven to be an effective (cost-saving) outreach strategy.

PROJECT SAFETY IMPACTS

Thanksgiving and Christmas, coupled with notorious drinking days like "Blackout Wednesday," "Danksgiving," and New Year's Eve, makes the holiday season one of the deadliest times of the year for alcohol- and drug-impaired driving. Indiana's safe holiday travel media campaign will work to reduce the number of impaired driving-related collisions, injuries, and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement during the November/December holiday season.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol- and drug-impaired driving collisions, injuries, and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

ST. PATRICK'S DAY/MARCH MADNESS SAFE TRAVEL CAMPAIGN – IMPAIRED DRIVING

Plan ID: CP22-02

PLANNED ACTIVITY DESCRIPTION
This is a paid media campaign designed to raise awareness about the dangers and consequences of impaired driving during St. Patrick's Day and March Madness – two of the biggest drinking events of the year in Indiana. The goal is to reduce the number of alcohol-impaired collisions, injuries, and fatalities by combining high visibility enforcement with local and national media exposure.
Indiana will use a mixture of evergreen and St. Patrick's Day advertising from the *Drive Sober or Get Pulled Over* campaign. Media tactics will include a blend of television, radio, digital and social media, with special emphasis placed on sports-affiliated networks and sites for March Madness. Flights will run from late-February to, as close as possible, the end of the basketball season. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34 with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS
Indiana is known for its love of basketball with some of the nation's top collegiate athletic programs located in the state. March Madness and the Final Four, which was held in Indianapolis in 2021, is even more reason to raise awareness about the dangers and consequences of impaired driving. This, combined with St. Patrick's Day, makes March one of the most celebrated and dangerous months of the year for Indiana roads. In response, Indiana's St. Patrick's Day/March Madness safe travel media campaign will work to reduce the number of impaired driving-related collisions, injuries, and fatalities, as well as raise awareness of high visibility enforcement in March.

LINKAGE BETWEEN PROGRAM AREA(S)
Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol impaired driving collisions, injuries, and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.

- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

DRIVE SOBER OR GET PULLED OVER NATIONAL MOBILIZATION – IMPAIRED DRIVING

Plan ID: CP22-03

PLANNED ACTIVITY DESCRIPTION
This is a paid media campaign in support of the *Drive Sober or Get Pulled Over* national mobilization, which combines high visibility enforcement with local and national media exposure around the Labor Day holiday. The goal of the campaign is to reduce the number of impaired driving-related collisions, injuries, and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement. Advertising during the mobilization will highlight that law enforcement will be watching for impaired motorists and strictly enforcing Indiana's impaired driving laws.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34, with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data. Media tactics will include a combination of television, radio, out-of-home, social and digital media. Flights will run when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS
Labor Day weekend has become synonymous with drinking. Indiana's safe holiday travel media campaign will work to reduce the number of impaired driving-related collisions, injuries, and fatalities, as well as raise awareness of high visibility enforcement leading up to and during the Labor Day holiday.

LINKAGE BETWEEN PROGRAM AREA(S)
Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol impaired driving collisions, injuries, and fatalities on Indiana roads. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.

- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

SUSTAINED IMPAIRED DRIVING OUTREACH

Plan ID: CP22-04

PLANNED ACTIVITY DESCRIPTION
This is a multi-faceted paid media plan designed to carry NHTSA's core traffic safety messaging throughout the year. The goal is to reduce the number of impaired drivers leading up to and during notorious drinking holidays and events, such as Super Bowl, fourth of July, and Halloween, which are outlined in NHTSA's 2022 Communications Calendar. This will be accomplished using a mixture of paid and earned media, enforcement and promoting social norming initiatives like *Fans Don't Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving*.

Media tactics include a combination of television, radio, social, out-of-home, and digital media, which will be determined based on the target audience and assets available from NHTSA. ICJI will use a small portion of the funds to develop Indiana-specific radio ads.

While the primary media target is men ages 21-34, women ages 21-44 being secondary, the overall target is anyone who drives impaired or is likely to drive impaired. Flights will run ahead of each holiday and when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases with holiday-specific traffic safety messaging.

PROJECT SAFETY IMPACTS
Outside of the national mobilizations, Indiana's sustained impaired driving outreach campaign will work to carry NHTSA's core traffic safety messaging year-round. The goal is to reduce the number of impaired drivers leading up to and during notorious drinking holidays and events, such as Super Bowl, fourth of July, and Halloween.

LINKAGE BETWEEN PROGRAM AREA(S)
Paid media will be used to prevent the number of alcohol impaired driving collisions, injuries, and fatalities on Indiana roads. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, 13, 14, and 16.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 16 Target: Prevent an increase in the rate of .08+ impaired driving fatalities per 100 Million Vehicle Miles Traveled to no more than 0.21 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach are critical to raising awareness about the dangers and consequences of impaired driving, and is an effective countermeasure, according to NHTSA's Countermeasures That Work ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, raising public awareness to reduce the number of impaired drivers is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

CLICK IT OR TICKET (NOVEMBER/MAY) – OCCUPANT PROTECTION

Plan ID: CP22-05

PLANNED ACTIVITY DESCRIPTION
This is a paid media campaign in support of the November and May national *Click It or Ticket* police mobilizations. The goal of each campaign is three-fold: to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement and encourage seat belt usage – every seat, every time. Campaign components include local and national media exposure combined with high visibility enforcement.

While unrestrained vehicle occupants are the target demographic, in general, statistics show that male drivers in Indiana, ages 34 and under, represented the highest proportion of passenger vehicle drivers not wearing seat belts, making this the primary media target. A secondary audience includes truck drivers, with a tertiary audience consisting of females ages 25-34, parents and caregivers. However, other demographic audiences may be considered based on the updated available crash data.
Media tactics include a combination of television, radio, social and digital advertising. Flights will run when unrestrained driving is at its peak (unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays, and Sundays), with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS
While Indiana's observed seat belt usage rate is generally high (96 percent), more than half of vehicle occupants killed in crashes last year were not wearing their seat belts. To address this issue, Indiana's *Click It or Ticket* paid media campaign will work to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement, and encourage seat belt usage – every seat, every time.

LINKAGE BETWEEN PROGRAM AREA(S)
Paid media in conjunction with high visibility enforcement will be used to increase seat belt usage and prevent correlating injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-4, B-1, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for preventing unrestrained driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach [Supporting Enforcement]). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.21(f)(1)(i).

SAFE HOLIDAY TRAVEL – OCCUPANT PROTECTION

Plan ID: CP22-06

PLANNED ACTIVITY DESCRIPTION
This is a small paid media buy as part of the Safe Holiday Travel media campaign. The goal is to reduce the number of unrestrained injuries and fatalities, as well as encourage seat belt usage – every seat, every time – during the Thanksgiving holiday season.

Indiana's safe holiday travel plan combines high visibility enforcement with local and national media exposure. Following NHTSA's 2022 Communications Calendar, ICJI will combine advertising from *Buckle Up: Every Seat, Every Time* with messaging from the national *Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving,* and *If You Feel Different, You Drive Different* media campaigns.

While the target audience can be defined as any unrestrained vehicle occupant, the primary media target is men ages 34 and under. The secondary and tertiary media targets include truck drivers and females ages 25-34, respectively. However, other demographic audiences may be considered based on the updated available crash data.

Media tactics will include a combination television, radio, social and digital advertising. Flights will run when unrestrained driving is at its peak (unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays, and Sundays), with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

PROJECT SAFETY IMPACTS
While Indiana's observed seat belt usage rate is generally high (96 percent), more than half of vehicle occupants killed in crashes last year were not wearing their seat belts. To address this issue, Indiana's Click It or Ticket paid media campaign will work to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement, and encourage seat belt usage among all vehicle occupants.

LINKAGE BETWEEN PROGRAM AREA(S)
Paid media in conjunction with high visibility enforcement will be used to increase seat belt usage and prevent correlating injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-4, B-1, 13, and 14.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for preventing unrestrained driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach [Supporting Enforcement]). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.21(f)(1)(i).

MOTORCYCLE ENDORSEMENT MARKETING CAMPAIGN

Plan ID: CP22-07

PLANNED ACTIVITY DESCRIPTION
This is a targeted email-marketing campaign designed to increase the number of endorsed motorcyclists in Indiana. Ultimately, the goal is to encourage riders to sign up for a rider safety course, thus working to reduce the number of motorcycle crashes and fatalities. This will be accomplished by partnering with the Bureau of Motor Vehicles, which manages the state's motorcycle safety program, Ride Safe Indiana.

Under the Ride Safe Indiana brand, unendorsed motorists will receive a series of emails depending on the status of their endorsement. While the messaging and aesthetics will vary, each email will include information about the importance of obtaining an endorsement—consequences for failing to do so—and how to sign up for a safety course. Funding will be used primarily for development and delivery of the emails, with micro-adjustments being made after a review of the analytics (e.g., open rate, click rates, etc.).

PROJECT SAFETY IMPACTS
According to the Bureau of Motor Vehicles, about 50 percent of registered motorcycle riders are not endorsed. In the state of Indiana, it's illegal to ride a motorcycle without a learner's permit or proper endorsement. Additionally, endorsed riders learn skills of how to avoid a collision that unendorsed riders are potentially unaware of. This targeted email-marketing campaign is designed to increase the number of endorsed riders in Indiana, thus working to reduce the number of motorcycle injuries and fatalities.

LINKAGE BETWEEN PROGRAM AREA(S)
This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-7, and C-8.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-7 Target: Prevent an increase of motorcyclist fatalities to no more than 138 in 2022.
- C-8 Target: Prevent an increase of un-helmeted motorcyclist fatalities to no more than 97 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach are critical to raising awareness about the importance of obtaining a motorcycle endorsement, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Motorcycle Rider Licensing). Additionally, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists is an allowable expense under 23 CFR §1300.25(I)(1)(iv).

STOP ARM VIOLATION ENFORCEMENT (SAVE) PROGRAM MEDIA CAMPAIGN – PEDESTRIAN SAFETY

Plan ID: CP22-08

PLANNED ACTIVITY DESCRIPTION
This is a paid media campaign designed to provide safe transportation routes for students going to and from school in Indiana. The goal of the media campaign is to inform the public about the importance of driving cautiously and stopping for school buses, as well as increasing public awareness of high visibility enforcement during the fall and spring back-to-school seasons. Indiana's SAVE outreach plan combines high visibility enforcement with local media exposure. ICJI will use a combination of advertising developed by the agency that works to, not only create a deterrent, but also emphasize the importance of slowing down and stopping for buses.

The target audience can be defined as anyone who has a history or is likely to drive distracted, dangerously and/or impaired around buses or in school zones. Breaking that down further, the primary media target is men ages 34 and under, with a secondary media target being women ages 44 and under. However, other demographic audiences may be considered based on the updated available crash data.

Media tactics will include a combination of television, radio, social and digital media. Flights will run during the start of the fall and spring back to school semesters. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS
In 2019, thousands of bus drivers in Indiana participated in an annual survey and reported more than 2,500 stop-arm violations in a single day. Taking that one-day total as an average, that means an estimated 450,000 violations could have occurred during the 2019 school year. To address this issue and increase school bus stop safety, the SAVE program outreach campaign will work to inform the public about the importance of driving cautiously and stopping for school buses, as well as increasing public awareness of high visibility enforcement during the fall and spring back-to-school seasons – ultimately working to improve pedestrian safety.

LINKAGE BETWEEN PROGRAM AREA(S)
Paid media in conjunction with high visibility enforcement will be used to increase pedestrian safety and will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, 13, 14 and 17.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.
- 17 Target: Prevent an increase in the traffic fatalities of children 15 and under to no more than 42 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for improving pedestrian safety, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 4.4: Enforcement Strategies and 2.2: Safe Routes to Schools). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.27(d)(3).

DISTRACTED DRIVING CAMPAIGN DEVELOPMENT – YOUNG DRIVERS

Plan ID: CP22-09

PLANNED ACTIVITY DESCRIPTION
This funding will be used to develop campaign materials to inform the public about the dangers and consequences of driving distracted. Ultimately, the goal is to reduce the number of distracted driving-related collisions, injuries, and fatalities by encouraging positive behavioral change.

Market research and assets, to include video, social media, radio, and digital products, will be developed by a state-approved media vendor. ICJI will partner with law enforcement and government agencies, such as the Indiana Department of Transportation and the Bureau of Motor Vehicles, on messaging, as well as coordinate with NHTSA's marketing team throughout the campaign's development.

While the target audience, in general, is defined as drivers with a history or propensity to drive distracted, the primary media target is men ages 34 and under, with a secondary target consisting of women ages 35 and under. However, other demographic audiences may be considered based on the updated available crash data.

PROJECT SAFETY IMPACTS
In 2019, there were more than 10,000 collisions and 24 fatalities related to distracted driving. These campaign materials will be used to raise awareness about the dangers and consequences of distracted driving, with the goal of reducing the number of collisions, injuries, and fatalities through positive behavior modification.

LINKAGE BETWEEN PROGRAM AREA(S)
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-9, 13, and 14.
- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-9 Target: Prevent an increase of collisions involving drivers aged 20 or younger to no more than 105 in 2022.
- 13 Target: Prevent an increase in the rate of fatalities/HMVMT-Rural to no more than 1.92 in 2022.
- 14 Target: Prevent an increase of fatalities/HMVMT-Urban to no more than 0.77 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach are critical to changing behavior about the dangers of distracted driving, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 2.2 Communications and Outreach on Distracted Driving). However, due to the lack of data on this subject matter, ICJI will coordinate with NHTSA's marketing team throughout the campaign's development. Additionally, public awareness, public service announcements, and other outreach programs to increase public awareness about distracted driving is an allowable expense under 23 CFR §1300.24(d)(1).

PEDESTRIAN/BICYCLISTS CAMPAIGN DEVELOPMENT – PEDESTRIAN SAFETY

Plan ID: CP22-10

PLANNED ACTIVITY DESCRIPTION
This funding will be used to develop campaign materials to raise awareness about pedestrian safety. The goal is to reduce the number of pedestrian-involved collisions, injuries, and fatalities through behavior modification. Market research and assets, to include video, social media, radio, and digital products, would be developed by a state-approved media vendor. Messaging and visuals will be geared towards urban and suburban areas, with an emphasis on college campuses, and will work to curb some of the leading behaviors that put both pedestrians and drivers at risk (e.g., distraction, driver speed, alcohol use, etc.).

The target audience is broad and will include a composite of both pedestrians and motorists, as everyone is a pedestrian. ICJI will coordinate with NHTSA's marketing team throughout the campaign's development.

PROJECT SAFETY IMPACTS
These campaign materials will be used to raise awareness about pedestrian safety, as well as reduce the number of pedestrian-involved collisions, injuries, and fatalities through behavior modification.

LINKAGE BETWEEN PROGRAM AREA(S)
This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach are critical to changing behavior to improve pedestrian safety, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach Addressing Impaired Pedestrians and 4.7: University Educational Campaign). However, due to the lack of data on this subject matter, ICJI will coordinate with NHTSA's marketing team throughout the campaign's development. Additionally, public awareness, public service announcements, and other outreach programs to increase awareness about pedestrian safety is an allowable expense under 23 CFR §1300.27(d)(3).

PLANNED ACTIVITY: ON-SITE EDUCATION AND OUTREACH

Planned activity number: PM-2022-PM-00-00
Primary Countermeasure Strategy ID: Public Education and Outreach

PLANNED ACTIVITY DESCRIPTION
This is an educational campaign between ICJI and Alliance Highway Safety that works to reduce the number of roadway collisions, injuries, and fatalities by bringing Indiana's traffic safety messaging to a variety of sports and event arenas around the state. The goal is to change behavior by engaging and educating the public on important traffic safety topics including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety and motorcycle safety.

Indiana places significance value on engagement directly with the citizens of Indiana through the use on on-site education and outreach. Venues and planned events for program delivery are staffed by Alliance and selected strategically based on audience demographics, message exposure, potential reach, driver characteristics and other important factors. While the format and specific problem area varies for each venue, educational tools include interactive exhibits, virtual reality simulators, engaging activities, customer surveys and one-on-one conversation – all of which are designed to create an experience. ICJI will continue to place special emphasis on reaching younger audiences, such as high school events and college sports, as habits are often developed earlier in life. ICJI selects this activity as its primary media, education and engagement program with value placed on measured attendance is available to assess actual reach and measurement of behavior change is completed using on-site surveys.

PROJECT SAFETY IMPACTS
This is an educational campaign that works to address nearly every traffic safety issue in Indiana: alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety and motorcycle safety. The goal is to reduce the number of

roadway collisions, injuries, and fatalities by engaging and educating the public on important traffic safety topics. Meeting our audience where they are at is critical to changing behavior.

LINKAGE BETWEEN PROGRAM AREA(S)
This program will help the state achieve performance measurement targets C-1 through C-11, and B-1.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-4 Target: Prevent an increase in unrestrained passenger vehicle occupant fatalities to no more than 335 in 2022.
- C-5 Target: Prevent an increase of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above to no more than 229 in 2022.
- C-6 Target: Prevent an increase of speed related collisions to no more than 234 in 2022.
- C-7 Target: Prevent an increase of motorcyclist fatalities to no more than 138 in 2022.
- C-8 Target: Prevent an increase of un-helmeted motorcyclist fatalities to no more than 97 in 2022.
- C-9 Target: Prevent an increase of collisions involving drivers aged 20 or younger to no more than 105 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.
- B-1 Target: Increase the observed seat belt usage rate to 95.1% in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT
Public education and outreach are critical to changing behavior and is one of the strategies identified by nearly every traffic safety program area, as outlined by the NHTSA's *Countermeasures That Work* ninth edition. Additionally, public awareness, public service announcements, and other outreach programs to increase awareness about the different program areas is an allowable expense under 23 CFR §1300.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act NHTSA 402	Community Traffic Safety Project	$495,000	$123,750	$0
FAST Act NHTSA 405D (FLEX)	Community Traffic Safety Project	$500,000	$125,000	$0

INTENDED SUB-RECIPIENT(S): Alliance Highway Safety

FY 2022

Indiana Criminal Justice Institute

TRAFFIC RECORDS

PROGRAM AREA: TRAFFIC RECORDS

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The ARIES database allows detailed analysis of collision data. Due to data analysis limitations at ICJI, the expertise of organizations such as the Center for Roadway Safety (CRS) at Purdue University and Indiana University's Public Policy Institute (PPI) are needed. Both CRS and PPI provide numerous reports and data analysis for ICJI and/or public consumption. Additional partnerships with the IDHS, ISDH, and the Division of State Court Administration provide access to data ICJI would not otherwise possess.

The TSD as the State's Highway Safety Office provides collaboration to facilitate improvement and quality analysis of data through the efforts of the TRCC. The TRCC of Indiana has experienced a significant flux of regular attending representatives, assigned representatives and staffing of the SHSO. The TRCC needs developed goals to accomplish the objectives and further development and improvement of the State's TR Strategic Plan to continue improved usability of traffic record data. The next traffic records assessment for Indiana will be in the year 2023, which prioritizes the need for committee education and development.

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

In Indiana, there are currently 126 hospitals with emergency departments in Indiana, more including the rise of neighborhood hospitals. The Indiana State Department of Health project's goal is to add six more hospitals reporting into the Trauma Registry. There are currently 359 courts in 88 counties linked into the Odyssey system. The goal of the Indiana Supreme Court eCWS project is to increase the number of courts linked into Odyssey for all 92 counties. There are currently 507 law enforcement agencies that are trained to use the e-CWS system.

This section contains project information for planned projects with the TRCC Strategic Plan as approved by the TRCC included in the appendices of this document.

Core Traffic Records System Components	Attribute Areas
CRASH DRIVER VEHICLE ROADWAY CITATION / ADJUDICATION EMS / INJURY SURVEILLANCE DATA USE AND INTEGRATION	TIMELINESS ACCURACY COMPLETENESS UNIFORMITY INTEGRATION ACCESSIBILITY

PLANNED ACTIVITY: e-CWS DRIVER AND VEHICLE DATA INTEGRATION

Planned activity number: M3DA-2022-44-00-00
Countermeasure Strategy: Crash Records Improvement

Core Safety Database Affected: Crash, Citation Adjudication
Targeted Improvement Action: Accuracy, Completeness, Uniformity

PLANNED ACTIVITY DESCRIPTION

Project funds will provide for the design and implementation of software code changes to facilitate integration of driver and vehicle databases for the crash and citation/adjudication databases of Indiana. Spillman Technologies Inc. Records Management and Computer Aided Dispatch Software currently is the largest provider to Indiana agencies with more than 200 agencies, in over 40 counties. The integration will provide law enforcement agencies utilizing the Spillman software platform the ability to directly import the data fields from the electronic driver's license return and vehicle information with the current Indiana eCWS and ARIES systems.

Currently, when a license or registration barcode does not contain all the required fields the officer must still perform manual entry of data. Utilizing the data linkage, the number of data fields will not be limited to the number of data fields contained within the barcode on the driver's license. Allowing for the direct transfer of all required data fields will improve the completeness and accuracy of Indiana provide quicker data entry for officers, thereby increasing officer safety, and will improve data accuracy by removing the need for manual entry reducing incidence of human error.

This project facilitates linkage of citation/adjudication and crash data systems with returned verified information from the BMV Licensing Database. Computer equipment (Window and iPad tablets, laptops, printers, and scanners) operate the eCWS program, provide law enforcement eCWS education and support, and to add data elements to improve the completeness and accuracy of data quality to better meet the MMUCC Standards for Crash records the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS).

The TSD will receive prior approval from the NHTSA regional administrator to purchase any equipment item over $5,000. Citation data is uploaded into the courts' Odyssey case management system. The e-CWS system data scanners are linked to the Indiana Crash Records database to facilitate the accuracy of data of persons, vehicles, and pedestrian data involved in crashes within Indiana.
Specifically, the persons involved demographics, number of records with GPS Coordinates to identify problem areas for enforcement, and VIN accuracy for BMV linkage will be improved. Currently eCWS is deployed and operational with 507 agencies of the 678 agencies in Indiana.

The Traffic Records Coordinator will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022.
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. This import feature and connection is currently available to the Indiana State Police, as provided by a different software provider. Providing the same function to local Indiana agencies will then capture over 70% of these data fields through database linkage.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 405c	Data Program	$400,000	$100,000	$0

INTENDED SUB-RECIPIENT(S): Indiana Supreme Court – Court Technology Center

Indiana

Traffic Records Strategic Plan

Plan Year 2022

July 28, 2021

Crash **Driver** **Vehicle** **Roadway** **Citation & Adjudication** **Injury Surveillance**

Contents

This Fiscal Year 2022 Traffic Records Coordinating Committee Strategic Plan was brought before the committee and approved during the TRCC Meeting held May 27th, 2021.

State Information

Traffic Records Improvement Program Coordinator

(Person who is to be the first point of contact for questions related to the Strategic Plan or other traffic records related questions.)

Name: Bryan Katterhenry
Title: Traffic Records Coordinator
Agency: Indiana Criminal Justice Institute – Traffic Safety Division
Address: 402 W. Washington Street, Room W469 Indianapolis, Indiana 46204
Phone: (317) 439-5192
Email: brkatterhenry@cji.in.gov

Traffic Records Assessment

Legislation requires that States have completed a traffic records assessment within the past five years for all grant applications after the first year.

Date of last Traffic Records Assessment: May 10, 2018

TRCC Operational Authority

The Indiana TRCC meets the following requirements of the legislation and federal register:

I. The TRCC has the authority to approve the Strategic Plan.

II. The TRCC has the authority to review any of the state's highway safety data traffic records systems, to review changes to such systems before the changes are implemented.

III. The TRCC includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor carrier agencies.

IV. The TRCC provides a forum for the discussion of highway safety data and traffic records issues, and reports on such issues to the organization which create, maintain, and use such data.

V. The TRCC considers and coordinates the view of organizations within the state that are involved in the administration, collection, and use of highway safety data and traffic records systems.

VI. The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.

VII. The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up to date.

The Undersigned are committed to this Memorandum of Agreement and the Traffic Records Strategic Plan to the extent of committing resources both financial and personnel as witnessed by their signature effective June 15, 2009.

Honorable Mitchell E. Daniels, Jr.
Governor, State of Indiana

J. Sebastian Smelko
Policy Director for Public Safety,
Office of the Governor

Dr. T. Neil Moore, Executive Director
Indiana Criminal Justice Institute
(Public Safety/Enforcement Initiatives)

Michael W. Reed, Commissioner
Indiana Department of Transportation
(VMT, State Roadway Inventory)

Superintendent Paul Whitesell
Indiana State Police
(Crash Reports, Criminal Histories)

Andrew J. Miller, Commissioner
Indiana Bureau of Motor Vehicles
(Driver's Licenses, Vehicle Registrations)

Commissioner Judith Monroe, M.D.
Indiana Department of Health
(Injury Surveillance/Trauma Registry)

Joseph E. Wainscott Jr. Executive Director
Indiana Department of Homeland Security
(EMS and Fire Repository)

Introduction

The purpose of this plan is to develop the framework for continuing a set of actions to improve the traffic records keeping process in Indiana. A Traffic Records Steering Committee, formed in 1998, and is now known as the Traffic Records Coordinating Committee (TRCC). The TRCC is comprised of the major stakeholders involved in the investigation of highway crashes. This group will take the primary responsibility for implementation of the plan. This plan has been developed as a product of the committee and the recommendations given by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team's report dated May 10, 2018.

The plan is based upon the TRCC membership having the authority to design and implement a new traffic records keeping process. Recognizing the multitude of tasks necessary, work groups linked to the steering committee have been created with specific tasks assigned.

The plan seeks cooperation of all involved and affected parties. It addresses the existing weaknesses and utilizes best available technology. Successes of other states are studied for compatibility and inclusion into the Indiana design.

The culmination of the process is a system that will have significant benefits to each of the stakeholders, providing more timely and accurate information, allowing Indiana to operate effectively well into the 21st century. The product of this process will allow for better data driven strategies, reduce the number of lives lost and injuries sustained on Indiana highways, and reduce economic impact on State resources.

The Indiana Criminal Justice Institute's Office of Traffic Safety supports the Indiana Traffic Records Coordinating Committee (TRCC). The state uses the advisement of the TRCC to guide resources used to improve the traffic records system. The Code of Federal Regulations 23 CFR 1300.22 which requires the state to have a multi-year strategic plan which performs the following:

- Describes specific, quantifiable, and measurable improvements anticipated in the state's core safety databases. These databases are crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle.
- Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.
- Includes a list of all recommendations from the state's most recent highway safety data and traffic records assessment.
- Identifies which recommendations the state intends to implement, and which Improvement Measure Baseline Data will be used to demonstrate quantifiable and measurable improvement.
- For recommendations the state does not intend to implement, provides and explanation.

The plan guides the state's traffic records improvement efforts while addressing recommendations from the 2018 Traffic Records Assessment.

The updated Traffic Records Strategic Plan will serve the state by completing the following objectives:

- Address the opportunities noted in the most recent Traffic Records Assessment.
- Identify traffic records improvement projects aimed at addressing these opportunities.

Indiana TRCC Background

The Indiana TRCC is responsible for guiding the overall design and development of the state's traffic safety information systems. This entity was established in 1998 in response to the Transportation Equity Act for the 21st Century. The current Code of Federal Regulations (23 CFR 1300.22) maintains the requirement for a state to have a TRCC. There is at least one agency representing each of the core traffic records systems within the TRCC. Each is committed to the improvement of timeliness, accuracy, completeness, uniformity, accessibility, and data integration for the systems they represent.

TRCC Membership

Indiana has a one level TRCC which carries out both policy and program level responsibilities.

The policy level represents each of the core traffic records system components. The members of this group hold policy leadership positions within the state agency.

The program level carries out guidance by identifying and applying resources and technical skill from their respective agencies. They are an assortment of data managers, user, collectors, and other stakeholders. While many belong to the state agencies represented, there are also member of local organizations involved with the core traffic records systems. This group is primarily responsible of reviewing traffic safety information system data, processes, and evaluating efforts to keep the systems up to date.

(Membership Roster on Page 172)

TRCC Meeting Schedule

The TRCC met three times during FY2021

- October 21, 2020
- April 9, 2021
- May 27, 2021

Project Prioritization

The typical grant proposal process is documented here:

Application proposals are submitted to the State Highway Safety Office for review.

Upon completion of proposal review the applications are presented before the TRCC for review and approval.

The proposals are then taken back to the State Highway Safety Office for inclusion in the Highway Safety Plan.

Traffic Records Strategic Plan Development	
February	Review for high priorities, update 405c Funding Proposal.
March	Call for proposals, collect info on requests for funding for 405c and other.
April	405c Applicants present on proposals, questions, TRCC to suggest others.
May	Project selection, TRSP update, project prioritization and funding reviewed.
June	Projects reviewed with State Highway Safety Office and included in HSP.
July	HSP Due by June 30th
August / September	Grants handled through IntelliGrants process, Contracts through SCM.
October	Grants / Contracts begin.

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2022-46-00-00	Indiana State Department of Health - Trauma Database and Dashboard
M3DA-2022-47-00-00	Indiana Supreme Court Citation Record Collection Program
M3DA-2022-44-00-00	Indiana Supreme Court Driver and Vehicle Data Integration

Traffic Records Strategic Initiatives

The Traffic Records Strategic Plan (TRSP) provides a strategic approach to system improvements to the State Traffic Records System. The Fixing America's Surface Transportation (FAST) Act requires the state to develop a strategic plan to qualify for Section 405(c) funding. This section of the plan provides the vision and mission as agreed upon by the members of the Indiana TRCC. The vision and mission will guide the direction of the improvement opportunities of the traffic record system. The 2018 Traffic Records Assessment provided a comprehensive list of recommendations that can guide the state's improvements using the Traffic Records Advisory as a reference. This section also includes a list of opportunities organized by the six core traffic records system components.

Vision Statement

"To provide an environment that significantly reduces death, injury, and economic costs on Indiana highways that will result in safer roads for all the citizens and visitors to the State."

Mission Statement

"To create an integrated traffic records system through a collaboration of all local, state, and federal entities responsible for motor vehicle safety."

TRCC Goals

The TRCC does this by:

- Ensuring the collection of complete, timely, and accurate data
- Fostering productive partnerships.
- Seeking input from traffic records stakeholders.
- Producing data standards.
- Enhancing, maintaining, and integrating high quality data.
- Identifying resources to accomplish TRCC goals and objectives.

Figure 1: Rating Distribution by Module

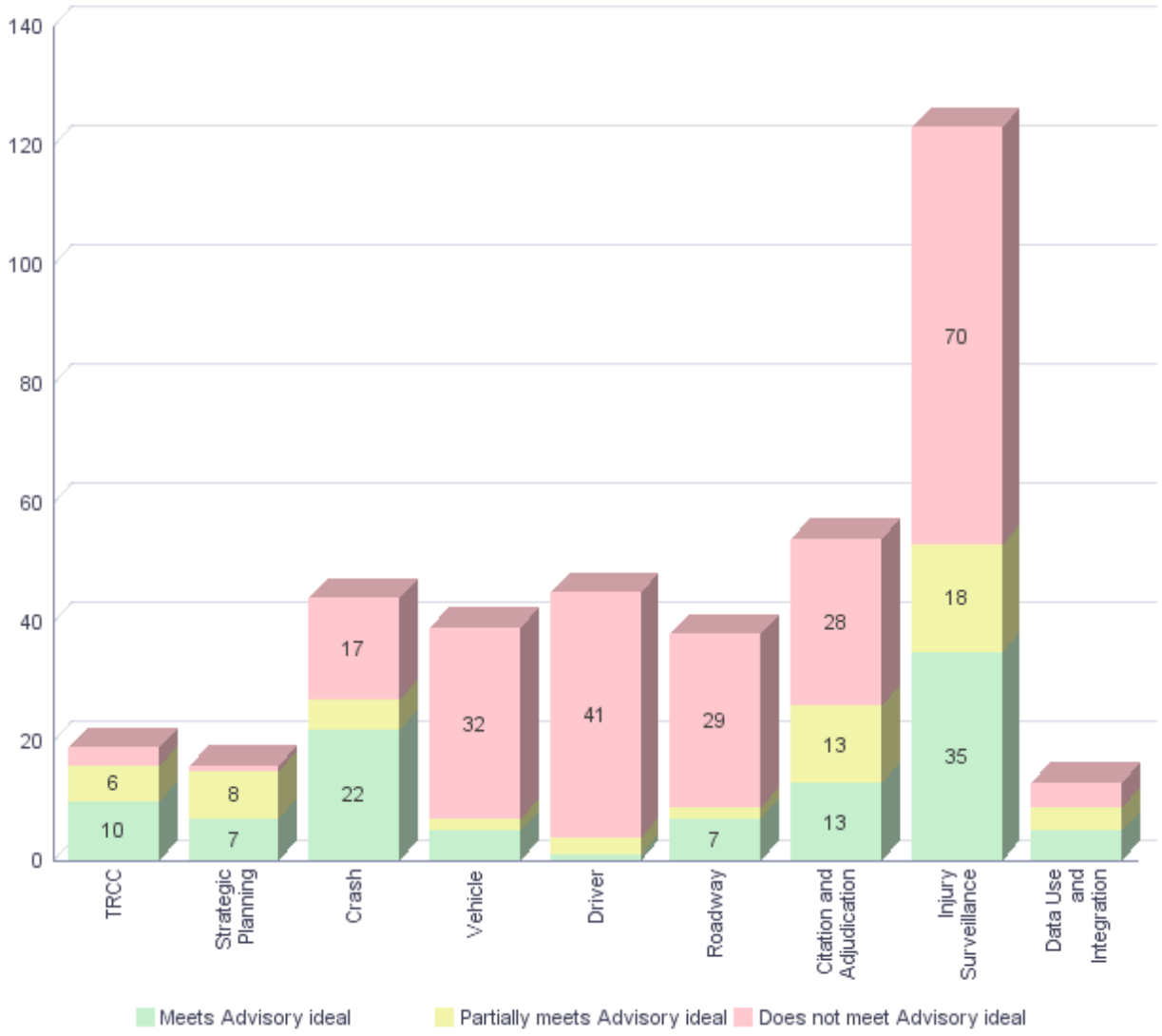


Figure 2: Assessment Section Ratings

	Crash	Vehicle	Driver	Roadway	Citation and Adjudication	Injury Surveillance
Description and Contents	92.9%	38.9%	33.3%	60.0%	80.7%	70.6%
Applicable Guidelines	100.0%	45.5%	33.3%	100.0%	57.9%	68.4%
Data Dictionaries	86.7%	33.3%	33.3%	43.3%	60.3%	63.3%
Procedures / Process Flow	100.0%	33.3%	37.3%	41.7%	61.7%	77.0%
Interfaces	46.7%	81.8%	47.6%	66.7%	61.9%	47.6%
Data Quality Control Programs	46.4%	39.0%	33.3%	33.3%	39.7%	45.5%
Overall	71.0%	42.9%	37.0%	46.3%	59.3%	58.1%

	Overall
Traffic Records Coordinating Committee Management	77.3%
Strategic Planning for the Traffic Records System	81.0%
Data Use and Integration	69.7%

Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

$$Section\ average\ (\%) = \frac{Section\ sum\ total}{Section\ total\ possible}$$

The cells highlighted in red indicate the module sub-sections that scored below that data system's weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the Improvement Measure Baseline Data to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."

Traffic Records Assessment Recommendations

Crash Recommendations

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation and Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records Recommendations Update

Indiana intends to address all recommendations as provided. Specifically, in FY2022 Indiana plans to address recommendations 15, 16, and 17.

For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

Crash Recommendations

1. *Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

   Action: The SHSO will coordinate with ARIES, FARS, Purdue University, Indiana University – Center for Criminal Justice, the Bureau of Motor Vehicles (BMV) and the Department of Transportation (INDOT) to improve the interfaces with the crash data system.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

2. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

   Action: The SHSO will work with ARIES, the BMV and INDOT to improve the system for edit checks and validation of data accuracy.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

Vehicle Recommendations

3. *Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Assessment Advisory.*

   Action: The SHSO will work with the BMV to improve the description and contents of the Vehicle data systems.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

4. *Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

   Action: The SHSO will work with the BMV to improve the data dictionary pertaining to Vehicle.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

5. *Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.*

   Action: The SHSO will work with the BMV, the Indiana Supreme Court (JTAC) and ARIES to improve the vehicle data system as to process flow from citation/crash report to submission in the BMV's system and the citation/adjudication system.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

6. Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

   Action: The SHSO will work with the BMV to improve data audits and validation on a regular basis.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

Driver Recommendations

7. *Improve the description and contents of the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

   Action: The SHSO will work with the BMV and ARIES to improve the contents of the Driver data system through the BMV's driver data system (STARS).

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

8. *Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

   Action: The SHSO will work with the BMV and ARIES to improve the applicable guidelines for the Drive data systems.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

9. *Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

   Action: The SHSO will work with the BMV and ARIES to improve the data dictionary for the Driver data system.

   Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

   Attribute Affected:

   Performance Measure:

Type	Label	Agency

   2022 HSP Project:

10. *Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO will work with the BMV to develop a system for data edits and validation that can be used on a regular basis to confirm data reliability.

    Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

    Attribute Affected:

    Performance Measure:

Type	Label	Agency

    2022 HSP Project:

Roadway Recommendations

11. *Improve the data dictionary for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO will work with INDOT and ARIES to improve data dictionary pertaining to the roadway.

    Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

    Attribute Affected:

    Performance Measure:

Type	Label	Agency

    2022 HSP Project:

12. *Improve the procedures/ process flows for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO will work with INDOT and ARIES to improve data flow procedures pertaining to the roadway.

    Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

    Attribute Affected:

    Performance Measure:

Type	Label	Agency

    2022 HSP Project:

13. *Improve the data quality control program for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO will work with INDOT to ensure that data edits and validation procedures are implemented on a regular basis to improve data quality.

    Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

    Attribute Affected:

    Performance Measure:

Type	Label	Agency

2022 HSP Project:

Citation / Adjudication Recommendations

14. *Improve the applicable guidelines for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

Action: The SHSO will work with JTAC to improve the applicable guidelines for the Citation and Adjudication systems.

Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

Attribute Affected:

Performance Measure:

Type	Label	Agency

2022 HSP Project:

15. *Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

Action: The SHSO will work with JTAC to increase the number of agencies reporting into the eCWS system as well as the number of courts reporting into the Odyssey system.

Status: In Process

Attribute Affected: Timeliness

Performance Measure: The performance measure for this project is citation / adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database.

Type	Label	Agency
Project	IN CIT 01	Indiana Supreme Court

2022 HSP Project: M3DA-2022-47-00-00

16. *Improve the data quality control program for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO will work with JTAC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

    Status: Pending Action

    Attribute Affected: Integration

    Performance Measure: The performance measure for this project is citation / adjudication system timeliness (C/A-I-1), measured by the percentage of appropriate records in the citation files that are linked to another system or file.

Type	Label	Agency
Project	IN CIT 02	Indiana Supreme Court
2022 HSP Project:	M3DA-2022-44-00-00	

EMS / Injury Surveillance Recommendations

17. *Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO has already been in communication with the Indiana State Department of Health (ISDH) and the Department of Homeland Security (DHS) to improve the interface with the injury surveillance systems.

    Status: In Process

    Attribute Affected: Timeliness

    Performance Measure: The performance measure for this project is citation / adjudication system timeliness (I-T-2), measured by the percentage of EMS patient care reports entered into the State EMS discharge file within XX days after the EMS run.

Type	Label	Agency
Project	IN ISS 01	Department of Health

    2022 HSP Project: M3DA-2022-46-00-00

18. *Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

    Action: The SHSO will work with the ISDH and IDHS to ensure that that quality control data edits and validation systems are also implemented.

    Status: Not in Process. For any recommendation that is listed as Not in Process no proposed project was brought before the committee to address the specific recommendation. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

    Attribute Affected:

    Performance Measure:

Type	Label	Agency

    2022 HSP Project:

Traffic Records Improvement Projects

eCWS / Odyssey Data Improvement Project (IN CIT 01)

Indiana Supreme Court – Office of Court Technology

Project Description: There are currently 507 of the 678 law enforcement agencies in Indiana using the eCWS system. Odyssey Case Management System is being utilized in 359 courts of 425 courts spanning 88 of the 92 counties in Indiana. Anticipated improvements will be to train more law enforcement agencies using eCWS and increase the number of courts using the Odyssey System especially in counties not currently using the system.

- Number of agencies using eCWS April 1, 2020: 492
- Number of agencies using eCWS April 1, 2021: 507

- Number of courts using Odyssey April 1, 2020: 347
- Number of courts using Odyssey April 1, 2021: 359

- Goal for additional agencies in 2022: 12
- Goal for additional courts in 2022: 3

The baseline data period is from 04/01/2020 through 04/01/2021.

Quantifiable and measurable improvement for this project will be determined by measuring the change in the number of law enforcement agencies and courts utilizing each system from April 1, 2021 through April 1, 2022.

Driver and Vehicle Data Integration Project (IN CIT 02)

Indiana Supreme Court – Office of Court Technology

Project Description: This project will design and implement software code changes to facilitate integration of driver and vehicle databases for the crash and citation/adjudication databases of Indiana. The integration will provide law enforcement agencies the ability to directly import the data fields from the electronic driver's license return and vehicle information with the current Indiana eCWS and ARIES systems. Further this project will improve the number of law enforcement agencies who are submitting OWI probable cause affidavits electronically. This will further the integration of electronic records within the eCWS and Odyssey Case Management System.

Currently, the baseline data is zero. Agencies have not yet implemented this technology.

Quantifiable and measurable improvement for this project will be to have 10 agencies participating in the alpha and beta testing phases of the electronic data transfer system during the performance period.

Trauma Database and Dashboard Project (IN ISS 01)

Indiana State Department of Health – Trauma and Injury Prevention Section

Project Description: In Indiana, there are currently 126 hospitals with emergency departments in Indiana, more including the rise of neighborhood hospitals. The Indiana State Department of Health is currently working with more than 100 of these hospitals to report into the Trauma Registry. The goal for FY2022 is to add six additional hospitals reporting into the Trauma Registry System.

- Number of hospitals reporting into Trauma Registry April 1, 2020: 102
- Number of hospitals reporting into Trauma Registry April 1, 2021: 105

- Goal for additional hospitals in 2022: 6

The baseline data period is from 04/01/2020 through 04/01/2021.

Quantifiable and measurable improvement for this project will be determined by measuring the change in the number of hospitals reporting into the Trauma Registry Database from April 1, 2021 through April 1, 2022.

Traffic Records Coordinating Committee Roster

Database	Role	Agency	First Name	Last Name	Job Title
All	Manager / Collector / User	Indiana Criminal Justice Institute	Bryan	Katterhenry	Traffic Records Coordinator
All	Manager / Collector / User	Indiana Criminal Justice Institute	Robert	Duckworth	Director
Citation / Adjudication	Manager / Collector / User	Indiana State Supreme Court	Mary	Deprez	Director
Citation / Adjudication	User	Prosecuting Attorney's Council	Chris	Daniels	Traffic Safety Prosecutor
Citation / Driver	Manager / Collector / User	Department of Toxicology	Ed	Littlejohn	Director
Crash	Manager / Collector / User	Indiana State Police	Rob	Simpson	Captain, IT Section
Crash	Collector	Department of Technology	Craig	Roth	Project Manager
Crash	User	Indiana University PPI	Rachel	Thelin	Senior Policy Analyst
Crash / Injury Surveillance	Manager / Collector / User	Purdue University CRS	Andrew	Tarko	Director
Injury Surveillance	Manager / Collector / User	Department of Health	Katie	Hokanson	Director
Injury Surveillance	Manager / Collector / User	Dept. of Homeland Security	Michael	Kaufmann	Director
Roadway	Collector / User	Department of Transportation	Mike	Holowaty	Strategic Safety Manager
Vehicle / Driver	Collector / User	Bureau of Motor Vehicles	Sarah	Hotseller	Program Director
Additional Stakeholders / Users					
Database	**Role**	**Agency**	**First Name**	**Last Name**	**Job Title**
All	Manager / Collector / User	Indiana Criminal Justice Institute	Devon	McDonald	Executive Director
Citation / Adjudication	Manager / Collector / User	Indiana State Supreme Court	Mike	Wilson	Program Manager
Citation / Adjudication	User	Prosecuting Attorney's Council	Erica	Dobbs	Assistant TSRP
Crash	Manager / Collector / User	Indiana State Police	Larry	Jenkins	Major
Crash	Manager / Collector / User	Indiana State Police FARS	Angelique	Beamon	Program Coordinator
Crash	Manager / Collector / User	Indiana State Police FARS	Michelle	Dunn	Program Coordinator
Crash	Collector	Department of Technology	Seth	Wagner	Senior Account Manager
Crash	User	Riley Hospital for Children	Joe	O'Neil	Neuro Dev. Pediatrician
Crash / Injury Surveillance	Manager / Collector / User	Purdue University CRS	Jose	Thomaz	Data Analyst
Driver	Collector / User	Indiana Coroners Association	Ed	Cripe	Deputy Coroner
Federal Government	Advisor	Federal Highway Admin	Rick	Drumm	Safety Engineer
Federal Government	Advisor	Federal Motor Carrier Div.	Daniel	Beaver	State Program Specialist
Injury Surveillance	Manager / Collector / User	Department of Health	Ramzi	Nimry	Program Manager
Injury Surveillance	Manager / Collector / User	Department of Health	Trinh	Dinh	Program Manager

FY 2022

Indiana Criminal Justice Institute

PLANNING AND ADMINISTRATION

PROGRAM AREA: PLANNING & ADMINISTRATION

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using the data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, when, where, and why for each type of crash. Close attention is given to those contributing factors related to fatalities and incapacitating injuries. The TSD looks at many crash variables such as location, time of crash, and driver contributing circumstances. Data analysis continues year-round with the ICJI Research Division.

PLANNED ACTIVITY: PLANNING AND ADMINISTRATION

Planned activity number: PA-2022-01-PA-01
Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the Traffic Safety Director and Statewide Services Program Manager. The ICJI Executive Director, Chief of Staff, Legal Staff, Communications Director, and Financial Analyst will also bill direct hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

Highway Safety Office Program Management will be a functional area of responsibility of the Traffic Safety Director and Statewide Services Program Manager. Each will oversee necessary tasks, projects, and programs for the successful operation of the SHSO.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

- C-1 Target: Reduce the number of fatal injuries in traffic crashes to no more than 876 in 2022
- C-2 Target: Reduce the number of serious injuries in traffic crashes to no more than 2,998.2 in 2022.
- C-3 Target: Reduce the rate of fatalities/HMVMT to no more than 1.076 in 2022.
- C-10 Target: Prevent an increase of pedestrian fatalities to no more than 113 in 2022.
- C-11 Target: Prevent an increase of bicyclist fatalities to no more than 20 in 2022.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively. ICJI must also identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Match Funds	Local Benefit
FAST Act 402	Planning and Administration	$505,000	$505,000	$0

INTENDED SUB-RECIPIENT(S): ICJI - TSD

Appendices

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
OP2022-08-00-00	Click It, to Live It: Slower Speeds and Seat Belts Save Lives
164AL-2022-21-00-00	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)
M6X-2022-26-00	Indiana State Police Impaired Driving
OP-2022-13-00-00	Indiana State Police OPS: Occupant Protection Strategies
M1X-2022-11-00-00	Operation Belt Up
MC-2022-49-00-00	Motorcycle HVE
PS-2022-09-00-00	S.A.V.E: Stop Arm Violation Enforcement Project
164AL-2022-23-00-00	Summer Impaired Driving Enforcement Project

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. Approximately 40% of individuals sustaining an incapacitating injury were unrestrained during 2019. Additionally, approximately 47% of drivers killed were not properly restrained. Approximately 40% of individuals killed in the front passenger seat and 55% of individuals killed in the rear seating positions were not properly restrained. Speeding is also listed as a factor in an average of 16% of unrestrained fatalities. Over the last five years an average of 54% of speed-related fatalities were unrestrained, indicating a strong relationship between speeding a seat belt use.

Deployment of Resources

Resource deployment is data driven with over 50% of unrestrained collisions occur between 12 PM and 6 PM. The most common three-hour period for unrestrained collisions is between 3:00 PM and 5:59 PM, while the three-hour period with the most unrestrained collisions resulting in fatalities is between 7:00 PM and 9:59 PM.

Effectiveness Monitoring

Prior to awarding any grant funds in FY 2022 to sub-grantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2022 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

The LELs play an important role in monitoring of effectiveness of evidence-based enforcement. LELs monitor all TSD law enforcement agency sub-grantees with on-site visits and continuous monitoring. This includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures, and reporting back to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence-based enforcement receive an increased level of monitoring and attention.

Enforcement efforts will be evidence-based, with the objective of preventing traffic, crashes, fatalities, and injuries. The enforcement program will be continuously evaluated, and the necessary adjustments will be made. ICJI and the LELs will monitor law enforcement agencies' activity reports both monthly and quarterly to determine if adjustments are needed for their plans. When activity reports are received, they will be 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 will be continuous follow-up with agencies to address any performance issues or lack of activity. Adjustments and follow-up as needed will be conducted throughout the fiscal year by LELs and program managers

The TSD conducts quarterly assessment by traffic safety region to measure effectiveness as improvement in the eleven core performance metrics against the reflecting calendar year data. This information is distributed electronically by the LEL Staff and CPS Specialists. The TSD uses this data to recruit additional law enforcement agencies in regional areas of low partnerships for enforcement.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement
Supporting Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
OP-2022-08-00-00	Click It, to Live It: Slower Speeds and Seat Belts Save Lives
M6X-2022-26-00-00	Indiana State Police Impaired Driving
OP-2022-13-00-00	Indiana State Police OPS: Occupant Protection Strategies

405(b) Occupant Protection Grant

Occupant Protection Plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)
Occupant Protection (Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies Expected to Participate in CIOT Mobilization

Angola City Police Department
Attica Police Department
Bartholomew County Sheriff's Office
Bloomington Police Department
Boone County Sheriff's Office
Bremen Police Department
Brown County Sheriff's Department
Brownsburg Police Department
Cannelton Police Department
Cass County Sheriff Department
City of Gary Police Department
Clark County Sheriff's Office
Clinton City Police Department
Clinton County Sheriff
Columbia City Police Department
Crawfordsville Police Department
Decatur County Sheriff Department
Decatur Police Department
Dubois County Sheriff Department
Elkhart County Sheriff
Evansville Police Department
Fort Wayne Police Department
Frankfort Police Department
Franklin County Sheriff's Office
Franklin Police Department
Fulton County Sheriff's Department

Grant County Sheriff's Dept.
Griffith Police Department
Hamilton County Council on Alcohol & Other Drugs
Hammond Police Department
Hancock County Sheriff's Department
Hartford City Police Department
Hebron Police Department
Hobart Police Department
Howard County Sheriff Department
Huntingburg Police Department
Huntington County Sheriff's Department
Indianapolis Metropolitan Police Department
Jasper Police Department
Jefferson County Sheriff's Department
Jennings County Sheriff
Knox County Sheriff's Department
Kokomo Police Department
Lafayette Police Department
LaPorte County Sheriff's Office
LaPorte Police Department
Lawrence County Sheriff's Department
Lawrenceburg Police Department
Madison County Sheriff's Department
Merrillville Police Department
Miami County Sheriff's Office

Michigan City Police Department
Mishawaka Police Dept.
Morgan County Sheriff's Department
Muncie Police Department
New Albany Police Department
New Castle Police Department
Newburgh Police Department
Noble County Sheriff's Department
North Vernon Police Department
Peru Police Department
Posey County Sheriff's Office
Princeton Police Department
Rensselaer Police Department
Richmond Police Department
Rockport Police Department

Rockville Police Department
Shelby County Sheriff's Department
Tell City Police Department
Tipton County Sheriff's Office
Vanderburgh County Sheriff Office
Vermillion County Sheriff's Office
Vigo County Sheriff's Office
Wabash City Police Department
Wabash County Sheriff's Department
Warren County Sheriff
Warren Police Department
Wayne County Sheriff's Department
Winchester Police Department
Winona Lake Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Click it to Live it (CITLI), Project OP-2022-08-00-00, specifically requires all agencies to conduct HVE seat belt enforcement during the national mobilization programmed period, including patrols from 6:00 PM to 6:00 AM.

Communications Plan, CP22-05 is specific to Click it or Ticket national mobilizations in November and May with May being the traditional event period for FY22. This is a paid media campaign in support of the November and May national Click It or Ticket police mobilizations. The goal of each campaign is three-fold: to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement and encourage seat belt usage – every seat, every time. Campaign components include local and national media exposure combined with high visibility enforcement. Specific communications programs are planned ahead of events. Enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. ICJI continues to utilize county specific data applications for all occupant protection projects.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
M1CPS-2022-35-CS-00	Child Passenger Safety Specialists
M1X-2022-05-CS-00	Child Passenger Safety Training Program (CPS)
M1CS-2022-03-CS-00	Child Safety Seat Distribution (CRDG)

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **122**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **88**

Populations served - rural: **37**

Populations served - at risk: **3**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training, and maintaining enough child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training, and maintaining enough child passenger safety technicians:

Unique Identifier	Planned Activity Name
M1X-2022-01-01-00	Child Passenger Safety Education Liaisons
M1X-2022-05-CS-00	Children less than 15 years of age as unrestrained passenger vehicle occupant

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **25**

Estimated total number of technicians: **300**

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **Yes**

Reduction of fatalities and crashes: **No**

Impaired driving program: **Yes**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Indiana Bureau of Motor Vehicles**

State authority name/title: **Commissioner Peter Lacey**

Introductory rider curricula that have been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

Motorcycle Registrations			
County	Registrations	County	Registrations
MARION	21,511	CLINTON	1,472
LAKE	13,903	STARKE	1,457
ALLEN	10,718	WASHINGTON	1,456
HAMILTON	8,058	GREENE	1,453
PORTER	7,557	GIBSON	1,414
ELKHART	7,480	ADAMS	1,401
SAINT JOSEPH	7,235	JENNINGS	1,373
HENDRICKS	6,064	LAGRANGE	1,297
VANDERBURGH	5,424	WELLS	1,289
JOHNSON	5,368	KNOX	1,259
MADISON	5,230	WHITE	1,233
TIPPECANOE	5,068	DECATUR	1,222
LAPORTE	5,039	JEFFERSON	1,218
HOWARD	4,100	CLAY	1,186
MORGAN	3,957	RIPLEY	1,133
CLARK	3,802	SCOTT	1,114
VIGO	3,476	JAY	1,111
KOSCIUSKO	3,426	CARROLL	1,109
GRANT	3,366	RANDOLPH	1,103
DELAWARE	3,256	OWEN	1,090
MONROE	3,247	POSEY	1,090
HANCOCK	3,174	FAYETTE	1,040
BARTHOLOMEW	3,164	FULTON	1,033
WAYNE	3,075	FRANKLIN	1,016
FLOYD	2,483	DAVIESS	998
WARRICK	2,429	BROWN	932
DEKALB	2,397	ORANGE	878
SHELBY	2,360	NEWTON	870
MARSHALL	2,352	VERMILLION	846
NOBLE	2,331	TIPTON	812
BOONE	2,324	RUSH	767
DEARBORN	2,169	FOUNTAIN	736
HENRY	2,112	PARKE	735
LAWRENCE	2,092	SULLIVAN	734
MIAMI	1,989	SPENCER	733
JACKSON	1,960	PERRY	719
HUNTINGTON	1,914	BLACKFORD	693
WHITLEY	1,857	PULASKI	693
STEUBEN	1,760	PIKE	659
JASPER	1,658	SWITZERLAND	400
DUBOIS	1,620	CRAWFORD	388
WABASH	1,604	WARREN	374
MONTGOMERY	1,598	MARTIN	354
CASS	1,544	BENTON	316
HARRISON	1,533	OHIO	291
PUTNAM	1,484	UNION	249

Total Registrations 234,014

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 234,014

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: **Indiana Bureau of Motor Vehicles**

State authority name/title: **Peter Lacy, Commissioner**

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
2022	C-7) Number of motorcyclist fatalities (FARS)	5 Year Average	2018	2022	138
2022	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	5 Year Average	2018	2022	97
2022	Motorcycle Fatalities Per 100k Registrations	5 Year Average	2018	2022	53.1

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County	Motorcycle Collisions
Marion	365
Lake	173
Allen	150
St Joseph	110
Elkhart	109
Vanderburgh	86
Hamilton	74
Tippecanoe	71
Porter	67
Johnson	63
Madison	56
Vigo	50
Delaware	49
Hendricks	47

LaPorte	44
Grant	43
Clark	41
Howard	41
Monroe	41
Kosciusko	37
Bartholomew	36
Jackson	35
Lawrence	34
Morgan	34
Brown	33
Wayne	31
Noble	29
Steuben	29

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: **2,697**

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Motorcyclist Licensing
Motorcyclist Training

Unique Identifier	Planned Activity Name
M9MT-2022-48-00-00	Unendorsed MC Rider Initiative

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
2022	C-7) Number of motorcyclist fatalities (FARS)	5 Year Average	2018	2022	138
2022	Motorcycle Fatalities Per 100k Registrations	5 Year Average	2018	2022	49.3

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Unique Identifier	Planned Activity Name
MC-2022-49-00-00	Motorcycle HVE
M9MT-2022-48-00-00	Motorist Awareness of Motorcycles
PM-2022-37-00-00	Motorcycle Marketing Campaign, Plan ID: CP22-07

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County	MC Operator Above .08
MARION	23
ALLEN	20
ELKHART	14
LAKE	10
ST JOSEPH	10
HAMILTON	8
LAPORTE	8
DELAWARE	7
JOHNSON	6
PORTER	6
TIPPECANOE	6
CLARK	5
CLINTON	5
HOWARD	5
WAYNE	5
BARTHOLOMEW	4
DEKALB	4
GRANT	4
KOSCIUSKO	4
MARSHALL	4
MONROE	4
VANDERBURGH	4
VIGO	4
WABASH	4
DUBOIS	3
LAWRENCE	3
MADISON	3
MORGAN	3

NOBLE	3
STEUBEN	3
TIPTON	3
CARROLL	2
HENDRICKS	2
HENRY	2
JEFFERSON	2
LAGRANGE	2
MIAMI	2
SPENCER	2
ADAMS	1
BOONE	1
BROWN	1
CRAWFORD	1
FLOYD	1
FRANKLIN	1
FULTON	1
GIBSON	1
HANCOCK	1
HUNTINGTON	1
JASPER	1
JENNINGS	1
MONTGOMERY	1
ORANGE	1
PIKE	1
POSEY	1
PULASKI	1
PUTNAM	1
RIPLEY	1
RUSH	1
STARKE	1
SULLIVAN	1
WARREN	1
WARRICK	1
WASHINGTON	1
WELLS	1

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator: 235

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria: 9-27-7-7 & 9-18.1-5-3

Indiana Counties with Permanent Fitting Stations

Region	County	Organization
1	Cass	Cass County Health Department
1	Jasper	Rensselaer Police Department
1	Lake	Crown Point Fire Rescue
1	Lake	Franciscan St. Anthony Health
1	Lake	Gary Police Department
1	Lake	Griffith Police Department
1	Lake	Hammond Police Department
1	Lake	NorthShore Health Centers - Hammond Clinic
1	Lake	NorthShore Health Centers - Lake Station Clinic
1	Lake	NorthShore Health Centers - Merrillville Clinic
1	Lake	St. John Fire Department
1	LaPorte	IU Health LaPorte Physicians
1	LaPorte	LaPorte County Health Department
1	LaPorte	LaPorte Fire Department
1	LaPorte	Michigan City Fire Department
1	Marshall	Women's Care Center
1	Miami	Duke's Memorial Hospital
1	Newton	Morocco Volunteer Fire Department
1	Porter	NorthShore Health Centers - Chesterton Clinic
1	Porter	NorthShore Health Centers - Portage Clinic
1	Porter	Valparaiso Fire Department
1	Pulaski	Pulaski Memorial Hospital
1	St. Joseph	Clay Fire Territory
1	St. Joseph	Clay Fire Territory, Station # 1
1	St. Joseph	Clay Fire Territory, Station # 3
1	St. Joseph	Clay Fire Territory, Station # 4
1	St. Joseph	Clay Fire Territory, Station # 5
1	St. Joseph	Memorial Hospital of South Bend
1	St. Joseph	Mishawaka Fire Department, Station # 1
1	St. Joseph	Mishawaka Fire Department, Station # 2
1	St. Joseph	Mishawaka Fire Department, Station # 3
1	St. Joseph	Mishawaka Fire Department, Station # 4
1	St. Joseph	South Bend Fire Department, Station # 1 (Central)
1	St. Joseph	South Bend Police Department
1	St. Joseph	Women's Care Center
1	St. Joseph	Women's Care Center
1	St. Joseph	Women's Care Center
1	St. Joseph	Women's Care Center
1	Starke	Starke Hospital

1	White	IU Health White Memorial Hospital
2	Allen	Dupont Hospital - Resource Center
2	Allen	Parkview Randallia Hospital
2	Allen	Safe Kids Allen County
2	Allen	Women's Care Center
2	DeKalb	Women's Care Center of Auburn
2	Elkhart	Elkhart County Health Department
2	Elkhart	Women's Care Center
2	Grant	Grant County Sheriff's Department
2	Grant	Marion General Hospital
2	Howard	Family Service Association
2	Huntington	Youth Services Bureau of Huntington County
2	Kosciusko	Lutheran EMS
2	Lagrange	Topeka Fire Department
2	Whitley	Parkview Whitley Hospital
3	Boone	Lebanon Fire Department (Station 11, Headquarters)
3	Boone	Lebanon Fire Department (Station 12)
3	Clinton	Healthy Communities of Clinton County
3	Fountain	Women's Resource Center: Fountain County
3	Montgomery	Montgomery County Youth Services Bureau
3	Montgomery	Women's Resource Center
3	Morgan	Franciscan St. Francis Health Mooresville
3	Morgan	Riley Physicians
3	Putnam	Greencastle Police Department
3	Tippecanoe	Connection Point Church
3	Tippecanoe	Franciscan St. Elizabeth Health - Lafayette
3	Tippecanoe	IU Health Arnett
3	Vigo	Chances and Services for Youth (CASY)
3	Vigo	Honey Creek Fire Department
3	Vigo	Pierson Volunteer Fire Department
3	Vigo	Riley Fire Department
4	Delaware	IU Health Ball Memorial Hospital
4	Delaware	Open Door Health Services
4	Hamilton	Fishers Police Department
4	Hamilton	IU Health North Hospital
4	Hancock	Hancock Regional Hospital
4	Henry	ICAP
4	Johnson	Franklin Fire Department
4	Johnson	Franklin Police Department
4	Johnson	White River Township Fire Department,
4	Johnson	White River Township Fire Department, Station 51

4	Johnson	White River Township Fire Department, Station 52
4	Madison	Safe Kids Madison County
4	Madison	St. Vincent Hospital Anderson
4	Marion	Community Hospital East
4	Marion	Decatur Township Fire Department
4	Marion	Fay Biccard Glick Neighborhood Center
4	Marion	Franciscan St. Francis Health
4	Marion	Indianapolis Fire Department
4	Marion	Marion County Public Health Department
4	Marion	Riley Hospital for Children at IU Health
4	Shelby	Major Hospital
4	Tipton	IU Health Tipton
4	Wayne	Reid Health / Reid Family Birthing Center
5	Crawford	Crawford County EMS
5	Daviess	Daviess Community Hospital
5	Gibson	Princeton Police Department
5	Greene	Greene County Sherriff's Department
5	Lawrence	Hoosier Uplands
5	Lawrence	Hoosier Uplands / Bedford Head Start
5	Lawrence	Hoosier Uplands / Early Head Start
5	Lawrence	Hoosier Uplands / Mitchell Head Start
5	Lawrence	IU Health Bedford, Emergency Medical Transport Services
5	Lawrence	St. Vincent Dunn Hospital
5	Martin	Hoosier Uplands / Loogootee Head Start
5	Monroe	IU Health Bloomington, Community Health Education
5	Monroe	IU Health Southern Indiana Physicians
5	Orange	Hoosier Uplands / Paoli Head Start
5	Orange	IU Health Paoli Hospital
5	Owen	Indiana Health Centers
5	Perry	Perry County Memorial Hospital / EMS
5	Perry	Tell City Police Department
5	Spencer	Spencer County Health Department
5	Sullivan	Sullivan County Health Department
5	Vanderburgh	Little Lambs of Evansville
5	Vanderburgh	St. Mary's Medical Center
5	Vanderburgh	Vanderburgh County Sheriff's Department
5	Warrick	The Women's Hospital
6	Bartholomew	Dorel Juvenile Group
6	Clark	Jeffersonville Police Department
6	Clark	New Hope Services
6	Decatur	Decatur County Memorial Hospital

6	Floyd	Floyds Knobs Township Fire Protection District
6	Floyd	Georgetown Township Fire Department
6	Harrison	Harrison County Hospital EMS
6	Jackson	Schneck Medical Center
6	Jefferson	Jefferson County Health Department
6	Ripley	Margaret Mary Health
6	Scott	New Hope Services / Kids Place
6	Washington	Hoosier Uplands / Salem Head Start