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# FY24 Indiana's Grant Application

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## Table of Contents

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FY24 Indiana’s Grant Application .....	1
Table of Contents .....	2
I. Introduction to the Grant Application.....	4
II. Indiana’s Triennial Highway Safety Plan.....	4
III. Project Information .....	4
1. Planning and Administration .....	4
2. Traffic Safety and Training.....	5
3. Occupant Protection Program Management.....	5
4. Child Passenger Safety Program Management .....	6
5. Child Restraint Inspection Stations.....	6
6. Child Passenger Safety Training Program .....	7
7. Child Passenger Safety Specialists (CPSS).....	9
8. Teen Traffic Safety and Education .....	9
9. Click It to Live It (CITLI).....	12
10. Visible Speed Enforcement (VSET).....	13
11. Driving Under the Influence Task Force (DUIF) .....	13
12. Stop Arm Violation Enforcement (SAVE) .....	14
13. Motorcycle High Visibility Awareness (MC-HVA) .....	15
14. Ped-Bike .....	16
15. Law Enforcement Liaisons (LEL) .....	16
16. Crash Mapping Secondary Crash Reduction (CMAP).....	17
17. Center for Road Safety (CRS).....	18
18. On-Site Outreach and Education .....	19
19. Impaired Driving Program Management .....	21
20. Ignition Interlock Management.....	21
21. Excise Enforcement Program .....	22
22. Roadside Impaired Driving Programs .....	23
23. Roadside Evidentiary Breath Alcohol Testing Enhancement (REBATE).....	24
24. Toxicology Backlog Reduction .....	25
25. Indiana State Police High Visibility Enforcement .....	26
26. Traffic Safety Resource Prosecutor (TSRP) .....	27
27. Law Enforcement Phlebotomy Program (LEPP) .....	27

28. Judicial Outreach liaison (JOL) .....	28
29. Drug Recognition Expert (DRE) Training.....	29
30. Motorcycle Rider Training and Awareness Initiative.....	30
31. Pedestrian and Bicycle Safety Initiative .....	31
32. Traffic Safety Statewide Media Campaign .....	33
33. Traffic Records Program Management .....	34
34. Traffic Records Research and Analysis of Data.....	34
35. Traffic Records FARS Program .....	35
36. eCWS Driver and Vehicle Data Integration .....	36
37. 2022 Indiana County Motorcycle Registrations.....	43
IV. Traffic Records Strategic Plan .....	44

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## I. Introduction to the Grant Application

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In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, Indiana's Traffic Safety Division (TSD) grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY24-26 triennial highway safety plan (HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

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## II. Indiana's Triennial Highway Safety Plan

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The TSD developed programs based upon the information gained in the HSP. The TSD did not have any changes to the HSP performance plan. All promised projects will be identified in the FY24 Grant Agreement, however, if unable to identify all the intended promised projects at time of the FY24 grant agreement submission, an amendment will be submitted prior to the beginning of FY24. The updated GTS Program Codes/Areas are listed with each project. However, these Program Codes/Areas might change due to First/In, First Out, and the Source of Fiscal Year Funding. All Project Agreement Numbers will be provided in an amendment after the projects are executed.

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## III. Project Information

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### 1. Planning and Administration

To reduce serious injuries and deaths on Indiana's roads, the TSD administers programs focusing on the behavioral aspects of highway safety through partnerships with law enforcement, judicial personnel, and community advocates. The objectives are as follows:

- Develop and prepare the HSP and grant application, develop and prepare additional programs to support the HSP.
- Provide information and assistance to subgrantees on programs and grant procedures.
- Coordinate and facilitate training and public information activities for subgrantees.
- Assess program performance through analysis of data relevant to highway safety planning.
- Utilize all available means for improving and promoting Indiana's highway safety programs.
- Assist with fiscal monitoring.
- The operation of Real Time Officer Activity Reporting data base (ROAR), which is the officer's activity sheets and the information entered for overtime shift work.
- Coordinate the triennial highway safety plan, data collection, and information systems with the State strategic highway safety plan.
- Overall, these funds are for the planning and daily operations for areas focused on program management, travel expenses for work conferences or training activities for all TSD staff members. This includes staff salaries, benefits, and travel. The Executive Director, Chief of Staff, Communications Director, legal staff, and fiscal staff will also bill direct work hours for any work conducted on traffic safety projects. General office supplies, rent, utilities, IT support, and indirect costs are included in the budget. The Traffic Safety Director and Assistant Director will provide oversight and monitoring of this project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	PA-2024-201-00-01	ICJI-TSD	\$350,000	\$350,000.00	Planning and Administration

## 2. Traffic Safety Travel and Training

The TSD continues to be committed to providing law enforcement officers with quality training that adheres to the standards established by the Indiana Law Enforcement Academy (ILEA). Training allows interaction with law enforcement networks and offers live updates on trends within their respective areas and training needs that may require immediate attention. This coordinated effort will improve law enforcement knowledge to address traffic safety in the communities they serve. Training is coordinated and monitored by TSD staff. There is no cost to the agencies in training law enforcement professionals who meet the current course prerequisites.

The TSD will reimburse for travel expenses for federally required on-site monitoring of subgrant-funded programs and to attend federally required professional development programs or workshops, seatbelt surveys, research studies, training, and highway safety-related meetings and/or conferences. Prior approval is required for all out-of-state travel and conference travel.

Traditionally, the Indiana Statewide Traffic Safety Conference is funded through this project; however, in FY2024, Indiana will be hosting the GHSA National Conference. In lieu of hosting a statewide traffic safety conference, Indiana plans to send local law enforcement traffic safety partners to the GHSA National Conference. The conference will also serve as the annual refresher and skills proficiency for DRE Officers along with the 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 to maximize positive traffic safety.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	PT-2024-01-00-02	Local County and Municipal Law Enforcement Agencies	\$267,000.00	\$53,400.00	Police Traffic Service
405d	FDLPEM-2024-01-00-81		\$300,000.00	\$60,000.00	

## 3. Occupant Protection Program Management

Occupant protection refers to the use of seat belts and child safety seats in vehicles. Seat belt use is the most effective way to save lives and reduce injuries in crashes. The program management responsibilities include monitoring sub-grantee compliance, performance, promoting education, and enforcement of occupant protection laws. Funds are used for the salaries, benefits, and travel costs to conferences and training of program managers. The diversity of cross-trained regional program managers allows for enhanced flexibility within the TSD.

The TSD will expand this program to collect data and identify strategies to improve education to caregivers to promote best practices and compliance with car seats. This project provides funding for program managers to coordinate and oversee the occupant protection initiatives occurring in their

assigned region(s).

In addition, the program will also fund ROAR (Realtime Officer Activity Reporting) system. ROAR is a web-based system for officers to submit their daily activity logs when they are working on projects supported for traffic safety. The funds will pay for Indiana to host ROAR on the IOT servers, print the ROAR manual, and train officers and TSD staff.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	OP-2024-01-00-03	ICJI-TSD	\$100,000	\$25,000	Police Traffic Service

#### 4. Child Passenger Safety Program Management

The Child passenger safety program is another essential component of occupant protection. Indiana’s child passenger restraint laws require a child to be in a restraint or booster seat which has resulted in more children being buckled up; however, additional education and training opportunities are required to ensure that children are being properly restrained. The Child Passenger Safety Program Management project provides funding for a program manager to coordinate and oversee the child passenger safety initiatives throughout the state. All child passenger safety projects collaborate to provide education, resources, and expertise to caregivers with the goal of lowering the number of injuries and fatalities statewide.

Funding for this project will be used to support the staffing of this program. The funding will allow for salary, benefits, and travel for the program manager. The program manager is responsible for the Child Passenger Safety Training Program, Child Passenger Safety Specialist (CPSS), and Child Restraint Inspection Stations projects. They will monitor sub-grantee compliance, promote child passenger safety education, and coordinate and oversee distribution of child restraints to inspection stations. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient	Federal Funds	Match Amount	GTS Code
405b	M1*CR-2024-01-00-41	ICJI-TSD	\$80,000	\$20,000	High Occupant Protection

#### 5. Child Restraint Inspection Stations

Child restraint stations are located across the state with a focus on providing education and proper installation of child restraints to caregivers with a goal of increasing proper usage of restraints. In order to solve the problem, the restraint inspection stations have a primary focus on serving the underserved population where a portion of the 405(b) funding is used to provide child restraints to caregivers demonstrating financial necessity. The distribution of the child restraint comes with required education and proper installation instructions by a Child Passenger Safety Technician (CPST) to the receiving caregiver.

Indiana has over 120 permanent fitting stations established throughout the state, with an emphasis

on placing stations in high-risk areas. The state is divided into 6 different regions and contains 92 counties that service rural, urban, and at-risk populations. Region 6 is remains rural, while Region 4, containing Indianapolis, is mostly urban. Each region will host at least 4 events supporting proper restraint use in at risk populations such as non-English speaking populations, poverty populations, and rural/urban areas such as the city of Gary, Indiana, Marion County, Newton County, and Lake County. (See Refence Tables & Chart on pages 39 – 42.)

The funds will be used to supply child restraints to a network of approximately 85 Child Restraint Inspection Stations across Indiana where they can distribute the restraints to those with financial needs in urban, rural and at-risk populations. Affected groups would include, but are not limited to, the non-English speaking migrant population and low-income care givers throughout the state. These inspection stations are required to have at least one CPST available to provide education on proper seat type, proper usage, and proper installation of the child restraints. The stations only distribute child restraints when appropriate and act as advocates for child occupant protection. There are approximately 129 Child Restraint Inspection Stations throughout Indiana. All seat installations and inspections are entered into the National Safety Council (NSC): National Digital Check Form (NDCF) to collect data regarding age, seat type, misuse rate, distribution, and other various data markers to assist with the allocation of funds.

Additionally, 402 funding is being requested to assist with permanent fitting stations & hosting of community events in underserved areas. Indiana and more specifically the Indianapolis area houses a large population of immigrants including but not limited to the Hispanic and Burmese populations. Many other areas in Indiana are experiencing an influx of migrants as well, and with that increase comes an increased need for child restraints, education and other resources. Utilizing diverse community engagement, expanding language resources to reach the widest audience, and hyper-focusing on underserved populations will positively impact the number of children properly secured in car seats throughout Indiana. Not only will these measures help save lives, but also build stronger connections with the various communities and demographics Indiana serves.

The funds will be used to distribute child restraints to child restraint inspection stations and community events across Indiana through FY2024. Funds will also be used to carry out an education campaign to reduce incidence of vehicular heatstroke of children left in passenger vehicles. This will include the purchase of Never Leave Your Child Alone Tripod displays distributed by Safe Kids as well as educational brochures that will be distributed at community events. As a part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This program will be combined with the Child Passenger Safety Training Program starting in FY2025. The new program will be called Child Passenger Safety Training and Distribution Program.

This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405b – Flex	B1CPS_US-2024-01-00-42	*Local Nonprofit/Not-For-Profit Agencies	\$110,000.00	\$27,500.00	405b High Occupant Protection
402	CR-2024-01-00-16	*Local Nonprofit/Not-For-Profit Agencies	\$70,000.00	\$17,500.00	Occupant Protection

\*The subrecipients of this project will be determined from a selection of local nonprofit agencies after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

## 6. Child Passenger Safety Training Program

The TSD provides funding to operate and manage Indiana's Safe Kids and Child Passenger Safety (CPS) program. The grant funds will be used to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This program will specifically provide support, resources, and educational efforts to the 8-15 age group which reflects the most at-risk age group based on the data for both fatal and non-fatal injuries and crashes. In order to solve the problem, the primary objective of the child passenger safety training program is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practices by training Child Passenger Safety Technicians (CPST), Child Passenger Safety Technician Instructors (CPSTI), and Child Passenger Safety Technician Proxies (CPSTP).

Grant funding will be used to support the following:

- Child Passenger Safety Technician training courses and refresher courses provided annually to increase/retain the number of CPSTs and CPSTIs in the state.
  - A minimum of three Child Passenger Safety Technician Courses will be hosted within each of the six geographical regions (18) courses with a goal of training approximately 144 new CPST's.
  - A minimum of One Regional Refresher Course will be hosted within each of the six geographical regions.
- The planning and hosting of an annual Child Passenger Safety Conference.
  - The conference will provide a minimum of 12 hours of content that qualifies for continuing education units toward CPST Recertification.
  - The space will accommodate a minimum of 200 attendees pursuant to regulations 2 CFR 200.432.
  - The conference will provide distribution of educational materials, supplies, and resources regarding occupant protection and child passenger safety.
  - The conference will include the coordination of a child passenger safety clinic where opportunities for CPST restraint checkoffs and community event requirements can be met.
- Statewide outreach on properly restraining children to non-English speaking populations.
  - Affected communities will be minority populations, specifically addressing populations such as Haitian-Creole, French, Arabic, and Burmese groups and individuals without access to resources and education.
  - Creating educational resources, including but not limited to forms, instructional guides, and videos, in multiple languages to be available to all CPSTs, CPSTIs, and CPSTPs when providing education to caregivers.
- Safe Kids Indiana, which supports a network of coalitions and chapters across the state.
  - The chapters and coalitions are dedicated to addressing occupant protection for children 8-15 years of age, pedestrian safety, and bicycle safety.
  - Provides the Belts About program which is designed for a classroom setting where the importance of belt use is taught to children 8-12.

Additionally, funding will be used to support the staffing of this program. Every staff member receiving compensation from this project must minimally maintain certification as a Child Passenger Safety Technician (CPST). The funding will allow for salary, benefits, and travel for the following positions, as well as the purchase of educational supplies, resources, and child restraints to support permanent fitting stations and child passenger safety clinics:

- One full-time Program Director
- One full-time Safe Kids Program Manager (specific to occupant protection programs)
- One full-time Child Passenger Safety Program Training Facilitator
- One full-time non-English speaking facilitator



- One full-time distribution & Interpreter Coordinator

The assigned CJJ program manager will provide oversight and monitoring of this project. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities Monitoring will include assurance of the education and resources directed to all children under 15. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405b	M1CPS-2024-01-00-43	Indiana University-Automotive Safety Program	\$475,000.00	\$118,750.00	405b High Community CPS Service

### 7. Child Passenger Safety Specialists (CPSS)

The state is divided into six regions and each region will have a Child Passenger Safety Specialist (CPSS) that will provide resources for the Child Passenger Safety Technicians (CPST) and Child Restraint Inspection Stations located within that region. The project will be used to increase proper restraint usage and reduce the number of children under the age of 15 who could be seriously injured or killed in a vehicle crash through the availability of proper education and resources.

The funding will be used to contract six Child Passenger Safety Specialists in which the contract will cover personnel costs, CPS specific conferences and travel fees, mileage to and from courses and inspection station site visits, and educational supplies relevant to the CPS curriculum. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities.

The CPSS will be responsible for acting as a liaison between the Child Restraint Inspection Stations and ICJI. The primary focus of the CPSS will be to increase and retain Child Passenger Safety Technicians (CPSTs), Child Passenger Safety Technician Instructors (CPSTIs), and Child Passenger Safety Technician Proxies within the TSD geographical regions. This will be achieved by the CPSS completing the necessary seat checks, providing resources and opportunities for community events, and sourcing continuing education units to CPSTs in that region. The CPSSs will also assist the TSD in the monitoring of the Child Restraint Inspection Stations. This will be achieved by conducting annual site visits with each child restraint inspection station to ensure accurate reporting of inspections into the National Digital Check Form (NDCF) and the availability of technicians for inspections.

The 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. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405b	M1*CR-2024-01-00-45	CAI subcontractor for CPSS	\$150,000.00	\$37,500.00	405b High Community CPS Service

## 8. Teen Traffic Safety and Education

This program has three parts.

- A. In order to solve the problem and address the number of teens killed or injured in collisions is to provide interactive and demonstrative programs, Rule-the-Road, and Choices Matter. Indiana's Students Against Destructive Decisions (SADD) program is incorporated as a sustained education program within schools. Grant funding from ICJI is to support a full-time coordinator, part-time program manager, and interns to implement statewide programs with a focus on the affected population of 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 for this project will be for training, education, and Rule of the Road. 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 to reduce traffic fatalities, unrestrained traffic fatalities, alcohol-related fatalities, and drivers aged 20 and younger involved in fatal crashes. To educate first responders and educators about the dangers of teen distractive driving and death resulting from those very issues.

- B. Impact Teen Drivers (ITD) is a leading national program that reveals the dangers of reckless and distracted driving, using an engage, educate, and empower model. Impact Teen Drivers' mission is to develop and promote evidence-based education and strategies to save lives and reduce injuries and fatalities caused by reckless and distracted driving. The core of ITD's message is good decision making for drivers and passengers of all ages. This program's goal is to stop the #1 unintentional cause of death for teens in America: reckless and distracted driving. ITD focuses on connecting with teens and parents through empathy and evidence-based programs. This program does not use graphic or gory images because the psychological literature has found that connecting emotionally with teens results in the best long-term attitude and behavior changes. ITD focuses on using a Positive Community Norming (PCN) approach with its teen programs which is grounded in the Science of the Positive. Its multifaceted approach to end car crashes caused by reckless and distracted driving has the goal of not only making Indiana's roadways safer for this generation, but also future generations.

ITD has evidence-based programs, materials, and expertise for implementation in Indiana. ITD has been successful at planning, developing, implementing, and evaluating education and outreach in states across the nation, and its members have the experience and expertise to develop a thoughtful plan for Indiana, implement this partnership in a timely manner, and ensure a thoughtful and successful program in Indiana.

Funds for this project will be used for:

1. *Parent-Teen Workshop* is attended by both parents and their teens or just parents/guardians, and are usually held in the afternoon, evening, or weekend. Programs include information about how parents are the number one influencer of their child's behaviors behind the wheel, Graduated Driver Licensing laws, real stories, and relevant

compelling information that engages, educates, and leaves parents and teens empowered with evidence-based strategies to keep themselves and others safe.

2. *Train the Trainers* is an engaging workshop for participants, particularly first responders, to learn about reckless and distracted driving education and learn how to address this epidemic in the most effective manner. This training presents the most recent and sound research concerning teen driving behaviors and attitudes, driving statistics, and Graduated Driver Licensing laws. It also translates all that information into actionable, evidence-based strategies and solutions.
  3. Community engagement is a significant part of the Impact Teen Drivers' multifaceted approach. Through tabling at various events or media events throughout the state of Indiana, ITD can broaden the scope and reach diverse audiences in local communities.
  4. Indiana create Real Impact Contact. This contest engages teens to design creative and educational content in a video or a graphic design format, and it relies heavily on a social media campaign that encourages teens to share content with each other and their communities.
  5. ITD will develop, manage, and host a webpage with prominent INCJI branding promoting ITD programs offered in Indiana. This page may be linked to INCJI's program webpage.
  6. ITD will develop a Graduated Driver Licensing (GDL) online training module for parents and teens. The Parent-Teen online module is interactive and brings an engaging twist to this topic, which can often be confusing for new drivers and their parents.
  7. An Indiana-based ITD dedicated staff member will present programs, provide continuous support to first responders and other stakeholders who wish to engage with or be trained in programs--including presenting in schools and communities in tandem or solo, as well as can support CJITSD as it relates to distracted driving.
  8. Educational materials and evaluation of the project.
- C. Alcohol use kills 4,300 people below the age of 21 in the United States each year, more than all illegal drugs combined, and approximately 119,000 youth annually are treated in emergency rooms for alcohol-related injuries. Almost 30 percent of eighth graders have tried alcohol, and one in six teens binge drink, yet only one in 100 parents believe their child will binge drink. A 2018 Substance Abuse and Mental Health Services Administration study showed that 2.2 million youth drank in the last month. The 2019 Youth Risk Behavior Survey from the Centers for Disease Control and Prevention also found that among high school students, during the past 30 days: 30% drank some amount of alcohol, 14% binge drank, 5% drove after drinking alcohol, and 17% rode with a driver who had been drinking alcohol. Alcohol use by persons under the age of 21 is a major persistent problem.

The earlier someone begins drinking, the more likely they are to be alcohol dependent later in life. In fact, more than 40 percent of individuals who start drinking before the age of 13 will develop alcohol abuse or alcohol dependence at some point in their lives. In addition, kids who start drinking young are seven times more likely to be in an alcohol-related crash. One of the prongs in Mothers Against Drunk Driving's (MADD) mission is to prevent underage drinking. As an organization focused on the elimination of drunk driving and having no more victims from this 100% preventable crime, MADD recognizes the importance of preventing underage drinking and raising the next generation of adults who choose to be non-drinking drivers. MADD's Power of Parents and Power of You(th) programs work together to prevent and reduce underage drinking and its consequences.

Funds will cover travel costs, training materials, personnel, indirect costs, and In-state travel for MADD Indiana Program Manager(s) and trained volunteers to include mileage, car rental, fuel charges, hotel costs, parking fees, tolls, and meals.

Funds for this project will also be used to:

- Educate parents and guardians through MADD's Power of Parents program.
- Educate a minimum of 1,400 youth through MADD's Power of You(th).
- Recruit and train a minimum of four (4) volunteers to assist in presenting MADD's Underage Drinking Prevention Programs (Power of Parents and Power of You(th)).
- Increase MADD Indiana's presence and support on underage drinking prevention by connecting and building partnerships with a minimum of eight (8) new potential partners each month (96 annually).
- Data collection statement

This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405b	M1*TSP-2024-01-00-46	<ul style="list-style-type: none"> <li>• SADD</li> <li>• Impact Teen Drivers</li> <li>• MADD</li> </ul>	\$400,000.00	\$100,000.00	405b High Teen Safety Program

#### 9. Click It to Live It (CITLI)

Indiana continues to support enforcement of seat belts. Click It to Live It (CITLI) is Indiana's primary seat belt and aggressive driving enforcement program and part of the Comprehensive Highway Injury Reduction Program (CHIRP). CITLI is a high-visibility enforcement (HVE) project. In order to solve the problem, utilizing HVE will aid in preventing and reducing unrestrained and improperly restrained traffic injuries and/or fatalities. This countermeasure strategy is part of the planned high visibility enforcement strategies supporting national and statewide mobilizations. TSD participates in CITLI urging drivers to buckle up during NHTSA's national Click It or Ticket high visibility enforcement efforts annually. In addition, Indiana law enforcement agencies participate in CITLI HVE throughout the year with additional campaigns during the summer months. This targets the affected population of young adults ages 25-34 during the highest impact time frame and identified problematic hotspots throughout the state.

High visibility enforcement has an impact on increasing restraint usage in vehicles. These funds are necessary to help reduce unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA's "Countermeasures That Work" for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving. This countermeasure complements other strategies in the occupant protection program area, combining high visibility efforts reminding drivers to wear seat belts with community outreach and education to create sustained behavior modification. Funds for this project will support local law enforcement agencies to conduct high visibility enforcement during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed. Eligibility of events and enforcement techniques will be reviewed and approved by each regional program manager prior to funding. This planned activity will support speed detection units (Radars or Lidars) to provide to law enforcement in support of their efforts. Funding will allow agencies to purchase speed detection devices that are necessary for law enforcement agencies to enforce speed violations and could potentially lead to seatbelt enforcement as secondary enforcement. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities

OPO data base, ARIES. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	OP-2024-01-00-06	*City/County Level Law Enforcement	\$3,600,000.00	\$900,000.00	Police Traffic Services

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

### 10. Visible Speed Enforcement Teams (VSET)

The Visible Speed Enforcement Teams (VSET) project is intended to decrease speed-related crashes, fatalities, and injuries and increase compliance with speed-related laws in Indiana. The VSET project is a speed enforcement-specific project to supplement the efforts of Click It to Live It as the primary occupant protection program for Indiana.

To solve the problem, the VSET project promotes the use of multi-officer initiatives among law enforcement agencies to reduce injuries and fatalities related to speed-related crashes. ICJI identifies innovative proposals demonstrating the use of high visibility enforcement of speed violations, multi-officer/multi-vehicle patrols, saturation patrols, and other high visibility enforcement strategies to facilitate speed enforcement and voluntary compliance with speed regulations. 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. Driver awareness of enforcement will provide increased general deterrence of aggressive and dangerous.

Applicants utilize county-specific data reflecting speed-related traffic collisions, injuries, and fatalities to set outcome measures that target affected communities and hotspots throughout the state. This improved efficiency and allowed for data-driven decisions. Enforcement is limited to roadway types that are two or more lanes and more than one direction. Funds for this project will support local law enforcement agencies to conduct high visibility enforcement during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed.

This roadway description narrows the scope of enforcement to more urban areas where speed-related crashes increased historically. The assigned TSD program manager(s) will provide oversight and monitoring of this project. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	SC-2024-01-00-07	*City/County Level Law Enforcement	\$750,000.00	\$187,500.00	Police Traffic Services

\*The subrecipients of this project will be determined from the OPO database and law enforcement entries after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

## 11. Driving Under the Influence Task Force (DUIF)

The DUIF is the impaired driving component of CHIRP. Saturation patrols are law enforcement efforts that combine a high level of sustained enforcement with intense enforcement mobilizations. Funds for this project will support local law enforcement agencies to conduct high visibility enforcement during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed. Grant funds will be allocated for overtime enforcement and education conducted by officers. Grant funds may also be allocated to purchase supplies for use in conducting DUI-related enforcement. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities.

The use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts will be used as part of this project. Sub-grantees who have DREs in their area(s) will have the ability to utilize funding for DREs throughout the grant period. Funding is used to provide overtime to officers working enforcement, DRE call-outs, educating the public about behavioral changes, and administrative hours for enforcement planning and reporting.

This proven traffic safety approach is designed to create deterrence and change unlawful behavior. In order to solve the problem, the program combines a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement of occupant restraint and impaired driving laws. The high visibility enforcement is intensified during the summer months when collisions are highest. Departments that receive funding are provided data in order to identify affected populations within their region to focus their enforcement efforts. Identified hotspots include urban and rural counties with higher rates of impaired driving citations and fatalities. These counties include, but are not limited to, the counties of Lake, Allen and Marion. The rural counties include, but are not limited to, counties like Harrison, Jasper, and Jennings. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents throughout the state.

OPO, ARIES data base. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient	Federal Funds	Match Amount	GTS Code
164	ENF_AL-2024-01-00-21	*City/County Level Law Enforcement	\$2,200,000.00	0.00	164 Funds

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed.

## 12. Stop Arm Violation Enforcement (SAVE)

Stop Arm Violation Enforcement (SAVE) is a part of the CHIRP program. The National Association of State Directors of Pupil Transportation Services collaborates with Indiana's Department of Education to conduct a one-day survey recording instances of illegal passings of school buses. Results from the National School Bus Illegal Passing Survey reported by 6,665 school bus drivers in Indiana show that in a single day in 2022, more than 2,000 motorists illegally passed a stopped school bus.

To solve the problem, SAVE projects have a specific objective to utilize high visibility enforcement 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 and prevent future violations. Participating agencies are encouraged to follow school bus routes to

provide on-the-spot enforcement, focusing on stop-arm violations, speeding, and reckless driving around school buses and in school zones when children are present.

This project will improve the safety of children walking or bicycling to school and boarding or exiting school buses. Unlike countermeasures focused on the protection of child passengers in a vehicle, the SAVE project targets the safety of children as pedestrians traveling to and from school. The funds will assist law enforcement agencies with increased enforcement during mobilizations and support affected populations through collaborative training with schools, drivers, and officers to identify problem areas and best practice resolutions. Driver awareness of enforcement will provide increased general deterrence of collisions involving pedestrians. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	PS-2024-01-00-08	*City/County Level Law Enforcement	\$845,000.00	\$211,250.00	Pedestrian Safety

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

### 13. Motorcycle High Visibility Awareness (MC-HVA)

The Motorcycle High Visibility Awareness (MC-HVA) projects are a part of the CHIRP program. MC-HVA include activities that target the reduction of motorcycle collisions in large urban communities along with motorcycle fatalities in more rural areas. To solve the problem, MC-HVA combines high visibility enforcement with elements that educate the public and heighten awareness of motorcycles on the roadway.

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. Based on the 2022 FARS statistics, 134 motorcyclists were killed, and 86 were not wearing helmets.

The affected population will be impaired and improperly licensed motorcyclists that are prone to committing many risky traffic behaviors that increase their chance of being involved in a collision. Examination of motorcycle fatalities shows aggressive behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped, or parked vehicle.

The funds will assist in increasing citations, arrests, and education. Enforcement focus will be in the summer months of May-September, during daytime hours, which data shows most motorcycle collisions and fatalities occur. Rider awareness of enforcement will also provide increased general deterrence of impaired driving incidents. Any police agency that can demonstrate a need may apply for funding through this planned activity. Local law enforcement agencies from across the state will 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. TSD will provide educational materials to participating agencies conducting these campaigns to hand out to riders, targeting males between the ages of 20-29 who are most affected, at these events. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
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405d - Flex	FDL*MC-2024-01-00-90	*City/County Level Law Enforcement	\$50,000.00	\$12,500.00	Low Motorcycle Safety
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\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

**14. Ped-Bike**

The Ped-Bike project is the non-motorist safety component of the CHIRP program. The TSD discovered during the Public Participation and Engagement portion of the HSP planning process that more people are walking and biking more than ever before. Whether the trip involves travel to work or school, as a source of exercise, or for recreation, it is important that each person arrives at their destination safely. Pedestrians and pedalcyclists are more vulnerable to fatal and serious injuries. Several factors have caused the increase in serious injuries and families, including time of day, failing to yield the right of way on the part of motorist, pedestrians, and bicyclists, crossing outside of crosswalks, or failing to obey signals or general roadway laws. Affected communities are pedestrians and pedalcyclists on university campuses, individuals lacking financial capacity to access personal motor vehicles and minority populations, including Amish communities.

To solve the problem, this project provides law enforcement agencies the ability to manage Indiana’s pedestrian and bicycle focused high visibility enforcement programs which will assist in increasing citations, arrests, and education. Any police agency that can demonstrate a need may apply for funding through this planned activity. Rider awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds will reimburse overtime for officers to conduct details directed toward reducing traffic crashes resulting in serious and fatal injuries to pedestrians and bicycles. Activities will provide education on safety issues and ensure compliance with traffic laws and regulations related to pedestrian and bicyclists during law enforcement “safety days” and community events to novice and experienced drivers about these vulnerable road users. Finally, funds will also help support law enforcement officers training, tools, and resources to enforce laws that support safety for pedestrians and bicycles. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405d Flex	FDL*PS-2024-01-00-91	*City/County Level Law Enforcement	\$100,000.00	\$25,000.00	Low Pedestrian/Bicycle Safety

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

**15. Law Enforcement Liaisons (LEL)**

The TSD, along with NHTSA, views active involvement of law enforcement as a key element in the creation of safer highways. Active law enforcement participation in traffic safety enforcement programs is a proven method to reduce traffic related fatalities and 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). The LELs regularly emphasize the importance of enforcement countermeasures during law enforcement agency meetings.

This project provides funding for six (6) regional LELs to effectively and efficiently provide:

- Meeting with representatives from law enforcement agencies to assist in developing, administering, and facilitating effective accurate traffic safety programs and policies.
- The LELs support local law enforcement agencies to conduct high visibility enforcement during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed.
- Conduct desk and on-site monitor of their assigned law enforcement agencies' compliance with state and federal guidelines.
- Review programmatic and fiscal reporting for completeness and accuracy prior to submission by law enforcement recipients.
- Assist with the coordination of media events during overtime mobilization enforcement periods as well as distribute media kits to promote traffic safety messaging.
- Assist with statewide training within their respective areas and training needs.
- Assist with DUI checkpoints, multi-jurisdictional enforcement, seatbelt surveys and saturation patrols.
- Assist in the implementation of new courses, locations of courses, and the advertisement and recruitment of attendees for courses.
- Assist with the short term and long-term planning in the Traffic Safety Division
- LEL salaries, travel, lodging, professional development, and supplies required to complete the duties as assigned. LELs are deployed across the state to conduct the annual observed seat belt use surveys as roadside observers to fulfill Indiana's compliance with the annual seat belt use survey.

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. LELs provide external agency support to police departments applying for occupant protection and other grants and provide data analysis information specific to each county.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	PT-2024-01-00-09	ICJI-TSD	\$800,000.00	\$200,000.00	Community Traffic Safety Project

#### 16. Crash Mapping Secondary Crash Reduction (CMAP)

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.

These funds will assist with the use of UASs for crash scene mapping. UASs provide significant benefits 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 than traditional close-range (terrestrial) photogrammetric techniques. Reducing the time required to document a crash scene reduces the exposure of first responders to traffic hazards and reduces the risk of secondary crashes. 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 – a 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) the development of a common data processing/reduction strategy and delivery of the final products.

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 are required by properly trained and proficient investigators. Therefore, this project is the crash investigator course. Officers must complete specific training for certification. These funds will support the facilitation of crash reconstruction certification training to expand the number of certified crash reconstructionist in Indiana. Funding from this project pays for salaries, benefits, indirect costs, travel costs, any needed supplies, and administrative costs. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. The training consists of the course, lodging, per diem, and facility.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	HI-2024-01-00-10	Purdue University & Indiana Association of Certified Accident Investigators	\$605,000.00	\$151,250.00	Roadway Safety

### 17. Center for Road Safety (CRS)

The Center for Road Safety (CRS) at Purdue University supports the ICJI-TSD by enhancing observational seat belt survey designs and providing training to observers on the correct methods for data collection. Once the surveys are completed, CRS analyzes the raw data and delivers comprehensive seat belt usage rates to TSD. The rates are further broken down by regions, vehicle types, genders, races, roles (i.e., driver or passenger), and road classes. Additionally, CRS identifies specific population groups and regional areas that offer the best opportunities for rate increases.

Since FY2022, CRS has been establishing a statistical analysis and research partnership with TSD. Through data analysis, CRS aims to identify emerging trends that can serve as problem indicators for future programs. This may involve fulfilling ad hoc data requests, as necessary. CRS serves as a data user and accesses multiple data sources depending on the specific study being conducted. These sources

include the crash database, road network, road inventory databases, and, on occasion, the driver's history (BMV), EMS, and Hospital databases. Whenever data problems are identified, CRS promptly notifies the data owners.

CRS will continue to update and maintain the SNAP road screening tool it has developed. This tool enables the TSD to quickly assess roads and areas for the distribution of multiple-year crashes within Indiana's road network. Users can select criteria that fulfill their safety analysis and traffic enforcement needs, and the results can be visualized by townships, counties, or hotspots indicating problem areas. Furthermore, CRS will identify the top five percent of segments and intersections with the highest crash frequencies, including those involving alcohol-related incidents. The results will include aggregated crash counts and costs for road segments and intersections in each county. CRS will also identify hot spots and patterns for pedestrian crashes and fatalities.

In the past, TSD conducted the seatbelt surveys via iPad and GPS markers to record the data per vehicle and location of the observer during the surveys. This past federal fiscal year, Indiana was identified as a State for seatbelt survey roadway segment reselection. TSD will require the ability to rewrite and update to current operating system parameters and security requirements within the seatbelt application. Additional funding for this project pays for salaries, benefits, indirect costs, travel costs, supplies, and administrative costs. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. The assigned program manager will provide oversight and monitoring for this project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	TR-2024-01-00-11	Purdue University	\$345,000.00	\$85,250.00	Traffic Records

#### 18. On-Site Outreach and Education

This is an educational and outreach program that works to reduce the number of roadway collisions, injuries, and fatalities by bringing Indiana's traffic safety messaging to a variety of colleges, sports and event arenas around the state. The TSD will contract this project. To solve the problem, the program is designed 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 significant value on engagement directly with the citizens of Indiana through the use on on-site education and outreach. Venues for the public transportation safety days 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. This program focuses to persuade potentially intoxicated vehicle operators and pedestrians to use 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 involving 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 occurring at non-intersection locations. Promoting transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their homes, will result in a decrease in alcohol-related crashes.

Alliance coordinates with a variety of presenters, each with an impactful story with a variety of focuses (occupant protection, impaired driving, distracted driving, pedestrian, speed and aggressive driving). The recommended presenters all have experience promoting highway safety messages to school groups across the country. An interactive display is set up in the school with things such as a distracted driving simulator, a seat belt game, and/or a video selfie station where students will be invited to record a video or take a photo with a highway safety message to share on their social media. Campaign materials are given to the school to continue reinforcing the safety message after the tour. The materials include campaign banners and posters to hang in the school, sample announcements to be read at sporting events and over the school intercom during daily announcements and campaign materials. The school presentations generate an opportunity for students to have a conversation with their parents about safe driving behaviors. To inform and educate parents about the program, Alliance creates a targeted social media marketing campaign promoted to the followers of each participating school. Alliance will also teach “Rule of Road.” Young drivers are less experienced, use their seat belts less frequently, use alcohol and other drugs, speed, and get easily distracted by additional passengers. Alliance will facilitate the administration of **12 Rule the Road** events with a plan of 2 in each of the **6 regions** held throughout the state providing teens with hands-on driving training. Rule the Road events focus on teens ages 15-18 who are about to, or have recently received, their driver’s license. Rule the Road gives teens the unique opportunity to learn and practice skills they need to keep themselves safe behind the wheel. The teens get valuable hands-on driving experience on a closed course with certified emergency vehicle operators. The program reinforces and reaffirms safe driving practices including wearing seat belts and not driving impaired or distracted.

The goal of the program is to continue to promote the use of ride-share services year-round in high-magnitude regions. Locations of implementation will be data-identified geographical hot spots within high crash areas involving alcohol-impaired drivers. Handouts containing fact-based messaging to promote positive decisions will not only be distributed to individuals but distributed and displayed at businesses. A law enforcement Project Code or QR Code will record the use of ride credits for alternative transportation. Continued promotion for CITLI campaign and interacting with those in attendance at events by using new supplies such as Fatal Vision Goggles, Plan My Rid eLearning Program, drowsy and distracted goggles and activity tools, Walk-the-Line activity and requesting the purchase of equipment such as, the Oculus driving simulator, and Fatal Vision Roadster Pedal Kart. These course materials, supplies and equipment are all necessary resources to address alcohol-impaired driving. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. The goal of the outreach and education is:

- To create safer communities by promoting safer transportation choices that encourages alternatives to driving when impaired.
- Create safety communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.
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Alliance Sport Marketing is vetted by the Governor’s Highway Safety Association. Alliance is dedicated to CJI-TSD traffic safety campaign. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
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164- EDU_AL	EDU_AL-2024-01-00-22	Alliance Sports Marketing	\$300,000.00	\$0.00	164 Funds
405d	M6OT-2024-01-00-82	Alliance Sports Marketing	\$349,000.00	\$87,250.00	Community Traffic 405d
402	CP-2024-01-00-12	Alliance Sports Marketing	\$1,250,000.00	\$250,000.00	Highway Safety Programs

## 19. Impaired Driving Program Management

Funding for program management will facilitate each region in goal setting and monitoring to reduce impaired driving collisions and increase citations. Program Managers oversee the programmatic and fiscal implementation of impaired driving grants for each region. Collaborating with Regional LELs, program managers will assist the entire state in reaching performance targets.

Coordination of activities, monitoring for programmatic effectiveness, and allocable use of funds are accomplished through effective program management. Responsibilities include monitoring subgrantees 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 Operation Pull Over (OPO) database 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. The goal of these trainings is to create safer communities by analyzing, distribution and use of quality data when monitoring the DUI program, in turn promoting safer transportation choices that encourages alternatives to driving when impaired.

This project provides funds for the program manager’s salary, benefits, and travel costs to impaired driving-related conferences and training seminars. In addition, funds will also support shipping costs, supplies, and management for the Impaired Driving Programs. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
164	NLET_AL-2024-01-00-23	ICJI – TSD	\$500,000.00	\$0.00	164 Funds

## 20. Ignition Interlock Management

An ignition interlock prevents a car from starting if a subject breath sample is above 0.02% breath alcohol content (BrAC). 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.

To solve the problem, the program will improve the number of installation sites throughout the state in regions participating in the program and monitor the overall compliance to accessibility of ignition interlock devices. Convicted impaired drivers that receive an ignition interlock sentence need awareness of certified installers and where they are located.

Effective management of inspecting and monitoring ignition interlock service centers and technicians is a function of the TSD of ICJI with the following responsibilities:

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

This planned activity funds the salary, benefits, and travel costs to coordinate, monitor, and administer Indiana’s Ignition Interlock Program. This is a multi-county project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
164	II_AL-2024-01-00-24	*contractor	\$100,000.00	\$0.00	164 Funds

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

## 21. Excise Enforcement Program

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 is aimed at underage alcohol consumption and impaired driving.

To solve the problem, 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.

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 the last drink. If the last drink was provided by a serving establishment, POLD identifies and enforce laws regarding overserving or serving of alcohol to minors.

Since CIS, SUDS, and ICE have been enacted, all have demonstrated a measurable impact on reducing the number of crashes affecting the population of 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. SUDS has demonstrated to have helped reduce the number of these crashes during large events,

such as concerts, sporting events, festivals, etc. Funding pays for the overtime enforcement, training, supplies, operating expenses, BrAC certifications/recertifications, and travel. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This is a multi-county project focused on college campuses and areas of underage consumption.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
164	ENF_AL-2024-01-00-25	Indiana State Excise Police	\$280,000.00	\$0.00	164 Funds

## 22. Roadside Impaired Driving Programs

Funding will be used to assist law enforcement officers with the utilization of the roadside impaired driving instruments across the state to analyze the affected population suspected of driving while impaired. Those results will be used to assist in establishing probable cause in impaired driving enforcement in turn increasing citations and arrests. Impaired driving is becoming more prevalent every year, identified hotspots include urban and rural counties with higher rates of impaired driving citations and fatalities. These counties include, but are not limited to, the counties of Lake, Allen and Marion. The rural counties include, but are not limited to, counties like Harrison, Jasper, and Jennings. To solve the problem, the use of these roadside impaired driving instruments will provide increased general deterrence of impaired driving incidents throughout the state.

Law enforcement officers participate in multiple projects designed to reduce the number of alcohol and drug impaired driving crashes. Proper screening for the presence of alcohol and drugs at the roadside using roadside impaired driving instruments confirms or eliminates alcohol and/or drugs as a contributing factor of impairment. Quick accessibility to a portable breath test (PBT) instrument to test for the presence of alcohol, and/or a roadside oral fluid instrument (SOTOXA) to test for the presence of substances other than alcohol, allows the officer to move forward with an investigation for alcohol and/or drug impairment. The Traffic Safety Division will deploy roadside impaired driving instruments to law enforcement agencies targeting areas which display a high incidence of submissions for alcohol and/or drug analysis.

Funds for this program will also assist with the purchase of roadside impaired driving instruments and supplies along with supporting the maintenance of existing units. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This is not a stand-alone project.

In FY23, the TSD provided 218 PBT's to law enforcement agencies along with 100 dry gas canisters and regulators used for calibration. The TSD also deployed a total of 185 SOTOXA instruments to counties which display a high rate of submissions for drug analysis and impaired driving fatalities. As of 2022, nearly 1700 tests have been administered with a positive rate of 57% resulting in probable cause for arrest. 65% of test administered were positive for THC and more than 50% of those tests resulted in poly-positives.

The goal is the overall increase in roadside impaired driving testing across the state on those suspected of impaired driving and decrease impaired driving by 2% annually. This will be achieved through training and education provided to law enforcement agencies. Providing agencies with additional roadside impaired driving instruments and supplies will assist in increasing the citations and arrests made by law enforcement agency to combat impaired driving. Roadside impaired driving data



provided by the law enforcement agencies will assist in recognizing drug trends throughout the state’s regions along with better identifying the underserved areas of impaired driving incidents.

The program manager also works closely with the LELs to direct targeted outreach for training opportunities for officers in the field. The goal of these trainings is:

- To create safer communities by promoting safer transportation choices that encourages alternatives to driving when impaired.
- Provide law enforcement, prosecutors, and court training, tools, and resources to detect, reduce and/or prevent impaired driving.
- Create safety communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.
- Combine targeted outreach and commination strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
164	ENF_AL-2024-01-00-26	*City/County Law Enforcement	\$150,000.00		164 Funds
405d	FDL*AL-2024-01-00-83	*City/County Law Enforcement	\$250,000.00	\$62,500.00	405d

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

### 23. Roadside Evidentiary Breath Alcohol Testing Enhancement (REBATE)

Funding will assist the Indiana State Department of Toxicology in 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 will aid in the decrease of the toxicology backlog by increasing resources on drug-impaired driving cases where no other option exists for evidentiary testing other than blood. Also, officers not having to drive the suspected impaired driver from the scene to another location to complete a certified breath alcohol test on a stationary device creates results that are timelier and more accurate which solves the current problem at hand.

Funding for this project will be used for a Forensic Scientist, instruments and supplies for instrument evaluation and validation, training for ISDT staff, overtime, and a Laboratory Information Management System (LIMS) for breath test instruments. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This is not a stand-alone project. Proposed funding timeline and goals:

- 2024: validate selected instrument
- 2025: pilot study
- 2026: promulgate new administrative rule, develop instrument certification/inspection program, train/ certify police officers, deploy handheld evidential instruments



This project is a multi-stage project that began in FY23 to implement a certified portable breath alcohol testing program by the Indiana State Department of Toxicology (ISDT) within four (4) years. Currently, certified breath testing instruments must remain stationary within a physical location and must be recertified if moved more than six feet. These evidentiary instruments used for breath testing will reach their end-of-life within 10 years.

Ultimately this program will determine if certified portable breath alcohol instruments can be implemented and distributed state-wide. The selection, evaluation, and validation of instruments will be performed at the ISDT laboratory. When an instrument is selected, a pilot study will be performed with various police agencies throughout the state. This project will be supervised and performed by ISDT's Breath Test Supervisor, a Forensic Scientist, and additional ISDT staff.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
164	TOX_AL-2024-01-00-27	Indiana State Department of Toxicology	\$250,000.00	\$0.00	164 Funds

#### 24. Toxicology Backlog Reduction

Indiana State Department of Toxicology (ISDT) is responsible for testing all blood samples across the state of Indiana in suspected impaired driving incidents. This has created a backlog of blood samples in need of testing. The goal of the program is a reduction in turnaround times. By doing so, this supports the efforts of judges, prosecutors, and officers to deter impaired driving by achieving swift enforcement.

To solve the problem, funding will assist in the reduction of the backlog of blood samples in need of testing on suspected impaired driving cases by outsourcing backlogged sample. It will also assist to update or replace supplies to facilitate timely analysis of blood samples along with funding trained scientists who contribute to reducing the backlog by facilitating testing, testifying in impaired driving cases, and increased knowledge of drug trends. Proficient impaired driving evidence processing will lead to faster case adjudication and provide increased general deterrence of impaired driving incidents.

In 2021, the project goal was to achieve and sustain a reporting period of 30 - 45 days from the time a sample is received. The average turnaround time in 2021 was 57 days which did not meet the goal for that year. The average number of cases received monthly was 1211 with a total number of cases for the year at 14,539.

In 2022, the average cases received monthly was 1168 with a total number of 14,012 for the year. The average turnaround time for reporting was 99 days which was a 74% increase from 2021. As of January 2023, the average turnaround time for reporting is 145 days with an average of 1268 cases received monthly. That is a 46% increase in turnaround times since 2022. The extended turnaround time for drug analysis is delaying or dismissing prosecution of impaired driving cases, in turn reducing effectiveness of general deterrence across the State of Indiana.

Funding supports the reduction in turnaround times by an average of 15% annually along with a decrease in outsourcing by an average of 2% from the previous year. This will be achieved by providing continued funding to ISDT for more efficient equipment, staff, salary, benefits, supplies, operating

expenses, professional development travel and training, which will aid in the reduction of the future need for outsourcing. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. Increased staffing along with 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. Efficiency enhancements through equipment and additional staff is important in reducing the need for outsourcing and provide long term sustainability of the timeliness of results.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405d	M6OT-2024-01-00-84	Indiana State Department of Toxicology	\$800,000.00	\$200,000.00	405d Low Other Based on Problem ID

## 25. Indiana State Police (ISP) High Visibility Enforcement

This project will support the Indiana State Police Overtime High Visibility Enforcement. The funds will assist in increasing citations and arrests, combating impaired driving and nighttime unrestrained collisions in identified hotspots throughout the state. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This project is split funded, 164 funds will be used only for impaired driving and 402 funds will be used only for occupant protection.

To solve the problem, troopers conduct saturation patrols to combat impaired driving while enforcing dangerous driving, seat belt violations, and speed violations. ISP is required to participate in national mobilizations as well as any other activities determined by ICJI. The program implements 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. ISP also maintains the BrAC certification/recertification of all law enforcement officers in Indiana. Officers must be certified BrAC test operators through ISP to conduct evidentiary certified breath alcohol tests on suspected impaired drivers.

The 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. Funds for this project will support local law enforcement agencies to conduct high visibility enforcement during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed. Funding pays for the overtime enforcement, training, supplies, operating expenses, BrAC certifications/recertifications, and travel. In addition, speed detection devices are necessary for law enforcement agencies to enforce speed violations and could potentially lead to seatbelt enforcement as secondary enforcement. This planned activity will purchase approximately 150 speed detection units (Radars or Lidars) to provide to law enforcement in support of their efforts. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities.

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. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
164AL	ENF_AL-2024-01-00-28	Indiana State Police	\$500,000.00	\$0.00	164 Transfer Funds - AL
402	PT-2024-01-00-13	Indiana State Police	\$650,000.00	\$162,500.00	402

## 26. Traffic Safety Resource Prosecutor (TSRP)

The Traffic Safety Resource Prosecutors (TSRP) program provides training, education, and technical support to prosecuting attorneys and officers across the state. To solve the problem, the program will reduce the number of traffic fatalities and injuries from behavioral rooted causations through prosecuting offenders under the state’s Operating While Intoxicated laws and additional traffic related statutes. The TSRP will host multiple trainings sessions throughout the year and is available to officers and prosecutors for consultations regarding traffic offense cases.

Training is needed to:

- Increase the successful prosecution and conviction of impaired drivers in Indiana.
- Review proposed traffic safety legislation.
- Assists with the law enforcement phlebotomy program.
- Provide law enforcement, prosecutors, and court with proper training, tools, and resources to detect, reduce and/or prevent impaired driving.
- Create safe communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service.
- Combine outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.

Funding will assist with 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.

The TSRP will produce a quarterly newsletter to keep agencies up to date on current trends along with attending ICJI’s annual law enforcement update meetings. They 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.

Federal Funding Source	GTS Project Code	Subrecipient	Federal Funds	Match Amount	GTS Code
405d Flex	FDLCS-2024-01-00-85	Indiana Prosecuting Attorney’s Council	\$450,000.00	\$112,500.00	405d Low Police Traffic Services

## 27. Law Enforcement Phlebotomy Program (LEPP)

The Law Enforcement Phlebotomy Program provides training for Indiana officers to become qualified to collect blood samples from vehicle operators involved in impaired driving stops, fatal crashes, or any crash where impairment is suspected. To solve the problem, the program will utilize officers who are trained to collect blood samples on suspected impaired drivers, further increasing enforcement in the affected counties who have limited access to hospitals or medical professionals. This allows officers to spend less time transporting individuals to and from hospitals, which in turn allows a faster return to enforcement activities. This program also facilitates the ability of Indiana to test a larger percentage of drivers involved in fatal collisions, increasing access to timely, accurate, data.

These funds will be used to qualify officers to collect blood samples of impaired drivers in support of increased high visibility and sustained traffic enforcement for impaired driving.

The Law Enforcement Phlebotomy Program initiated in 2021. As of June 2023, a total of 27 officers have been qualified to conduct impaired-driving blood draws across the state. 20 of those 27 officers were qualified in 2023 alone. There has been an overall total of 125 successful blood draws since inception; 98 of those were conducted in 2023.

The goal is to continue the upward trend of increasing newly qualified law enforcement phlebotomists, over the next three years, performing successful blood draws to combat impaired driving but also maintaining recertifications for those law enforcement phlebotomists that are currently qualified. Funds will be used to qualify new law enforcement officers and requalify those officers due for requalification, which should impact a final count of 45 counties, partner with a total of 60 clinical sites and complete 450 filed blood draws. Funds for this project will also be used for phlebotomy supplies, officer training and lodging, phlebotomy laboratory equipment for drawing blood, program coordinator salary and benefits, classroom office supplies, medical certifications/recertifications & exams, professional development training and travel, administrative support, and contracting with Vincennes University. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405d	FDLPEM-2024-01-00-86	Vincennes University	\$175,000.00	\$43,750.00	405d Low Other Based on Problem ID

## 28. Judicial Outreach Liaison (JOL)

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. The function of the JOL is to provide information to judges at all levels, Judicial commissioners, Clerks, and Magistrates concerning best practices in the area of traffic safety. Such practices include instruction regarding the use of treatment courts, effective sentencing procedures, Fourth Amendment issues, new statutes and case law reviews. This countermeasure compliments others, especially the prosecutor training. To solve the problem, the program will provide funding for Indiana's judicial staff continued training and education

so they are able to execute 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.

The ultimate goal is to help members of the Judiciary gain quick and helpful access to information about best practices, which will help reduce the number of drug and alcohol crashes, resulting in decreased injuries and fatalities. The JOL regularly consults with the National Judicial Fellow and, if applicable, the Regional JOL regarding the promotion of outreach efforts and opportunities as it applies to impaired driving. The JOL will assist the TSD with program planning and strategies regarding outreach to judges and the courts. In addition, this person will participate in training and large group meetings, conferences, workshops, and media events focusing on impaired driving at the State’s request. The activity includes consulting assistance in development of such events upon request.

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 judicial outreach liaison will assist in training judges and judiciary staff regarding ignition interlock laws and impaired driving education.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405d	FDLCS-2024-01-00-87	Judicial Outreach Liaison Consultant Penrod	\$65,000.00	\$16,250.00	405d Low and Alcohol Training

**29. Drug Recognition Expert (DRE) Training**

Enhanced enforcement effectiveness of alcohol and drug impaired driving incidents, resulting in the reduction of injuries, crashes, and economic loss. 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. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

To solve the problem, this program will provide 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 provides a minimum of 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, and with attrition this number

was reduced to 76 by 2022. A minimum of 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.

Over the years, the training and data collection processes associated with the program have been standardized to include a uniform, paper data collection form as well as a mechanism for states to send their data to a national database via the Internet.

To improve the data collection process and obtain more comprehensive data for analysis purposes, the University at Albany’s Institute for Traffic Safety Management and Research (ITSMR) has developed a tablet application and database for the collection and maintenance of DRE data. ITSMR has designed and implemented both a tablet and a web-based application for police officers to use in the field to capture and report data from the drug influence evaluations they conduct. This is a state-wide project.

**OVERVIEW OF DRE DATA ENTRY AND MANAGEMENT SYSTEM**

The DRE Data Entry and Management System (DRE Data System) developed by ITSMR is a comprehensive data collection and reporting tool designed to improve the management and monitoring of a state’s DRE program. It serves as a statewide data tracking system for the DRE program, providing in-depth information and data analyses in the area of drugged driving. The DRE Data System has five primary components: 1) mobile and web applications for data collection; 2) a database to capture both the evaluation and toxicology data; 3) a reporting and query tool; 4) an editor tool for the DRE to use to complete the narrative report; and 5) a review feature that allows a paperless review of evaluations and narratives by an instructor, coordinator, or supervisor.

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

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405d	FDLPEM-2024-01-00-88	-ITSMR and -Dedicated Training Resources, LLC	\$1,500,000.00	\$375,000.00	405d Low and Alcohol Training

**30. Motorcycle Rider Training and Awareness Initiative**

This initiative involves four areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes as a result of other vehicle violating the right-of-way, visual learning to comprehend and appreciate motorcycle awareness, and public awareness campaign.

1. The majority of multi-vehicle crashes involving motorcycles are the result of the motorist violating the right-of-way of the motorcyclist. The driver often states that they did not see the

motorcyclist. This is frequently due to the driver not actually “looking” for the motorcycle. The goal of this project is to decrease multi-vehicle crashes involving motorcycles, thereby reducing injuries and fatalities. Although “non-crashes” are difficult to track, the TSD anticipates parents behind the wheel being more conscious of motorcyclists on the road. This will result in fewer crashes, injuries, and fatalities for motorcyclists.

2. Most multi-vehicle crashes involving motorcycles are a result of the other vehicle violating the right-of-way of the motorcyclist. This often presents with a driver pulling out in front of a rider, or turning left in front of the biker, and then saying that they did not see the motorcycle. Since motorcycles are smaller than cars, they can be more difficult to see. The smaller size means that they are easier to lose in blind spots. Some vehicles have substantial A, B, or C pillars which add to this problem. The goal of this program is to make drivers aware of how easily a motorcycle may be missed in a quick glance and reinforce the need to “look twice” for motorcyclists. Training drivers to look twice and look around and beyond the pillars will prevent them from pulling out into the path of a rider.
  
3. Many people are visual learners and need to be able to see and touch to comprehend or appreciate a situation. This compelling display of a crashed motorcycle mounted on a trailer will help to personalize the tragedy of a crash involving a motorcycle. Most multi-vehicle crashes involving motorcycles are a result of the other vehicle failing to yield the right-of-way to the motorcyclist. To personalize the crash experience and help drivers to better understand the potential consequences of inattentive driving. In doing so, drivers will be more aware and less likely to collide with a motorcyclist.
  
4. TSD is partnering with the Indiana Bureau of Motor Vehicles to conduct an 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 and ABATE Training statewide. 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.) A full county breakdown of 2022 motorcycle registrations can be found on page 38.

FY24 ABATE Training Counties	Motorcycle Registrations 2022
Allen	9965
Bartholomew	2970
Clark	3525
Delaware	2851
Elkhart	6672
Hendricks	5825
Howard	3498
Johnson	5220
Lake	13358
LaPorte	4791
Madison	4812
Marion	19141



Miami	1902
Pulaski	640
Ripley	1045
Shelby	2189
St Joseph	6751
Tippecanoe	4499
Vanderburg	4807
Vigo	3348
Wayne	2571
Total	110380

In addition to emailing, the BMV is also place messaging billboards above gas pumps raising motorcycle awareness across many of the “hot spots” identified in the HSP. To solve this problem, the program will use campaign materials to raise awareness about motorcycle safety from both the motorcyclist and the other vehicles to reduce the number of motorcycles involved collisions, injuries and fatalities through behavior modifications. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405f Carry over funds	M11MP-2024-01-01-00	**Consultant	\$120,000.00	\$30,000.00	405f Motorcyclist Training

\*The subrecipients of this project will be determined after all application reviews and data analysis has been completed. TSD will send excel spreadsheet with all subaward numbers to NHTSA when executed.

### 31. Pedestrian and Bicycle Safety Initiative

This project will build upon Health by Design’s expertise in data compilation, crash analysis, and corresponding countermeasure implementation. It will expand and grow the Indiana Road to Zero Academy (“Academy”) to provide training and technical assistance rooted in the Safe System and Vision Zero concepts to improve vulnerable roadway user safety in Indianapolis/Marion County and other areas of the state that have high rates of incapacitating and fatal pedestrian and bicycle crashes.

Traffic-related injuries and deaths occur in all communities across the United States and Indiana and pose a significant and ongoing public health issue. People who walk, bike, and use public transportation bear a disproportionate burden of risk. According to the Governor’s Highway Safety Association (GHSA), pedestrian fatalities have risen 18% from January 2019 to June 2022. Between 2016 and 2020, Indiana experienced 490 fatal pedestrian crashes and 79 fatal bicycle-car crashes.

For Indianapolis-Marion County, there were 259 pedestrian crashes in 2021 alone, of which 158 (61%) were fatal. Historically, limited attention has been given to specific mechanisms, impacts, and costs of these crashes, but over the past decade, Health by Design, the City of Indianapolis, the Marion County Public Health Department, the Indiana Department of Health, the Indiana Department of Transportation, the Federal Highway Administration, and the Indiana Criminal Justice Institute have worked towards better understanding pedestrian crashes in Indianapolis/Marion County and beyond. More specifically, these partners have aimed to identify causes of pedestrian crashes, impacts of those



crashes, and costs associated with those crashes—both to individuals and communities, alike.

To solve this problem, the program will expand the efforts of Health by Design and partners to reduce and eliminate pedestrian and bicycle crashes, injuries, and deaths, thereby moving Indiana toward zero vulnerable roadway user deaths. The proposal is framed in four basic activities: crash data analysis, continuation of the Indiana Road to Zero Academy (IRTZA), establishment of a Vision Zero working committee, and technical assistance to communities around the state.

This project’s long-term goal is to improve safety for non-motorized roadway users in Indianapolis/Marion County and throughout the state, and ultimately, eliminate serious injuries and deaths among people walking and biking, thus moving Indiana toward zero deaths. While that goal will require efforts beyond the timeline, scope, and budget of this proposal, each year the work may be expanded and strengthened with funding from ICJI and other partners. From increased staff and partner capacity to gained knowledge through experiences, support from ICJI allows Health by Design and partners such as INDOT, IDOH, FHWA, NHTSA, and local municipalities to continue to curate and implement specific interventions that improve safety for people who walk, roll, or bike in Indiana.

Funds for this project will be for used to support personnel and one or more contractor(s) who will manage the various elements of this project, including administering the Academy, all research and crash data analysis, community outreach and engagement, coordination of partners and processes, intervention planning, communications and media relations, and grant reporting equipment/software. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. The proposed budget represents support for a 1.75 full-time equivalent staff and an additional 0.25 staff dedicated to non-motorist safety. By converting from individual project management activities to the development of a statewide bike-ped safety program, significant expansion, and longer-term sustainability can be established. This is a state-wide project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405d	FDL*PS-2024-01-00-89	Health By Design Contractor	\$150,000.00	\$37,500.00	405d Low Pedestrian/Bicycle Safety
402	PS-2024-01-00-04	Health By Design Contractor	\$300,000.00	\$75,000.00	Non-Motorized

### 32. Traffic Safety Statewide Media Campaign

Communications and outreach strategies seek to inform the public of the dangers of driving while impaired by alcohol or drugs and to promote positive social norms of not driving while impaired. As with prevention and intervention, education through communications and outreach strategies is especially important for youth under 21 years old. Education may occur through formal classroom settings, social media, news media, paid advertisements and PSAs, and a wide variety of other communication channels such as posters, billboards, web banners, and the like. Communication and outreach strategies are critical parts of many deterrence and prevention strategies. This is a state-wide project. The goals for the media campaign are:

- Develop and implement targeted outreach and communications strategies to improve road

users' awareness of safety issues, including sharing the road with other users, driver responsibilities when involved in a crash, understanding vehicle technology, best practices, and other safety countermeasures.

- Educate and train beginning and experienced road users to improve driving and riding skills and understand traffic laws.
- Develop and implement clear, consistent, and context-sensitive targeted outreach and communication strategies about pedestrian and bicyclist safety to all roadway users.
- Develop and implement targeted outreach and communications strategies to increase awareness among safety professionals, promote safe riding behaviors, especially among young riders, and safety to share the road with motorcycles.
- Educate teens, parents, and caregivers about safety issues and traffic laws and regulations related to teen driving, driver responsibility when involved in a crash, and distracted driving.
- Outreach and communication strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.
- Outreach and communication strategies with targeted high visibility enforcement to increase public awareness of aggressive driving, texting while driving, construction sites and distracted driving.

The TSD will contract with a media vendor to purchase media buy in all market areas to promote the countermeasure areas. These campaigns will be promoted through mediums such as television ads, radio, internet displays and videos, social media, outdoor billboards, gas stations, and emails. Campaigns will be surrounded around the following but not limited to:

- All NHTSA mobilizations
- Holiday Travels
- Drive Sober, Get Pulled over; Impaired Driving Campaigns
- Click It or Ticket Media Campaigns
- Distracted Driving Campaigns
- Construction Zone Campaigns
- Motorcycle Share the Road Campaigns
- School Bus Safety/Stop Arm Violation Campaigns
- Pedestrian and Bicycle Safety Campaigns
- Aggressive Driving Campaigns
- Texting and Driving Campaigns

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	PM-2024-01-00-14	Hirons Media	\$665,000.00	\$167,000.00	PM_M1
164	PM_AL-2024-01-00-29	Hirons Media	\$200,000.00	0.00	PM_AL

### 33. Traffic Records Program Management

The Indiana Criminal Justice Institute (ICJI) houses the state's SHSO. Funding for this program will provide leadership and effective management of traffic safety data to identify and manage priorities for national, state, and local highway and traffic safety programs. The triennial highway safety plan aids

the goals of the Indiana Criminal Justice Institute office for lowering traffic safety fatalities on Indiana’s roadways, while also improving data sharing capabilities.

This project funds the traffic records coordinator, who is responsible for managing Indiana’s crash records system, chairing the State Traffic Records Coordinating Committee (TRCC), managing the Traffic Records sub-grantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records. All activities and hired personnel are centered on improving Indiana’s Traffic Records as a whole: from data collection and communication to coordinating triennial highway safety plan goals.

Federal Funding Source	GTS Project Code	Subrecipient	Federal Funds	Match Amount	GTS Code
405c	B3TRP-2024-01-00-61	ICJI-TSD	\$117,000.00	\$29,250.00	405c Data Program

#### 34. Traffic Records Research and Analysis of Data – Indiana University Public Policy Institute

Indiana University’s Public Policy Institute (PPI) aids TSD with technical assistance and a series of analyses of crash reports to support subgrantee programming intended to reduce traffic deaths and injuries. This annual statistical publication series has included fact sheets covering topics including impaired driving crashes, aggressive driving and speeding, children, motorcycles, occupant protection, non-motorists, commercial vehicles, and work zones. 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.

In addition, TSD and its partners utilize other more detailed reports summarizing county-level crash data and a number of other crash variables to provide needed information to subgrantees around the state in planning and implementing effective traffic safety programs. TSD utilizes these reports to (a) identify traffic safety problems at state and local levels, (b) consider alternative strategies to address these problems, (c) recommend and design effective traffic safety policies, and (d) obtain federal highway safety funding needed to implement programs and enforce existing Indiana traffic safety laws.

The comprehensive and rigorous analysis included in the fact sheets combined with the annual Indiana County Profile Book and Indiana Crash Fact Book, including a Problem Identification statement, form the analytical foundation of traffic safety program planning and design in the state. PPI also provides the TSD with ad hoc data queries when requested. The TSD and TRCC utilize the accessibility of the analyzed crash data from these publications to help set performance measures and distribute these publications to sub-grantees to incorporate into their grant applications. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. The assigned TSD program manager will provide oversight and monitoring of this project.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
402	TR-2024-01-00-15	Indiana University	\$225,000.00	\$56,250.00	405c Data Program

### 35. Traffic Records FARS Program

Fatality Analysis Reporting System (FARS) started in 1975 as the national data collection system that contains information on all known police-reported motor vehicle crashes. For the purpose of the FARS program, a reportable fatality is a death that occurs within 30 days of the motor vehicle crash and is a direct result of the crash. FARS analysts enter State fatal motor vehicle crash information in the FARS Records-Based Information Solution (RBIS) data entry system. These data become official FARS data after completion of the quality control process and approved by NHTSA's senior leadership and then released.

The Indiana FARS analysts also participate in the Traffic Records Coordinator Committee (TRCC) meetings. The TRCC works to benefit Indiana in many ways including ensuring that complete, accurate, and timely traffic safety data are collected and analyzed and made available to the local, state, and national levels.

This project funds the FARS analysts, who are responsible for managing Indiana's crash records system, management of the Traffic Records sub-grantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

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.

Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405c	B3TRP-2024-01-00-62	ICJI – TSD	\$117,000.00	\$29,250.00	405c Data Program

### 36. eCWS Driver and Vehicle Data Integration

The funds will assist in improving data integration, the implementation of seamless updates, along with providing equipment to the underserved. This will not only increase the completeness, timeliness, and accuracy of the data, but also increase the number of agencies that can quickly and safely import data directly from their CAD systems and handheld tablets into eCWS. Specific, quantifiable, and measurable data that is complete, timely and accurate is essential in identifying priorities for national, state and local highway and traffic safety programs.

The Indiana Office of Court Technology (IOCT), Supreme Court's Office of Judicial Administration's (OJA) and local partners work together to improve the quality of vehicle and driver data integration

into the electronic Citation Warning System (eCWS) client, the Central Repository, and ultimately in the statewide court case management system (Odyssey). The integration of driver and vehicle data from Computer Aided Dispatch (CAD) systems and handheld tablets expands the number of technological systems that can import data directly to eCWS. This program not only provides improved data integration, but also deploys supplies and/or equipment to underserved agencies so they too can import driver and vehicle data directly into the eCWS. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. Deploying eCWS equipment provides quick direct data transfers thereby increasing officer safety. Equipment also improves data accuracy by removing the need for manual entry reducing incidence of human error. With constant technological advances in the operating systems of the equipment used to input data into the eCWS, these systems are required to be updated frequently. Part of the eCWS program is for the IOCT to deploy continued routine updates to keep the software programs compatible with the different operating systems being used to input the data. Updates are a crucial part in maintaining the completeness, timeliness and accuracy of driver and vehicle data inputted into the above listed operating systems.

In 2024, the goal of the program is continued implementation of vehicle and driver data integration into the eCWS along with deploying equipment to underserved law enforcement agencies. IOCT will include data enhancements into the eCWS during this period. They will enhance the eCWS program to allow for seamless deployment of updates to the program. This will allow IOCT to deploy updated programmatic, functionality, or data changes to the eCWS client without officer intervention. Other enhancements will include the increase of additional law enforcement forms into the eCWS along with continued software and equipment maintenance. This continues to support the increase in completeness, timeliness and accuracy of vehicle and driver data into the eCWS along with the number of agencies who can safely and quickly import data directly from their CAD systems into the eCWS.

The measure is to improved integration. This program will improve the integration of driver/vehicle data from state BMV/DMV databases through agency's Computer Aided Dispatch (CAD) systems into the eCWS system. The current measurable baseline is zero percent. The goal is to increase this to 20 percent in 2024.

The project will improve accuracy as a by-product. By integrating driver/vehicle data from BMV systems, this will allow capturing the data from an authoritative source and minimizing data entry errors by reducing the amount of Uniform Traffic Tickets that are hand-entered into the eCWS client, or hand-written and manually entered into the state's court case management system. With the release of version 6, the program will be able to determine the source of data in the eCWS client and determine whether it was manually entered, scanned from a license/registration, or imported from a CAD system.

During the period of April 2022 through April 2023, the developers have been working on developing the newest eCWS client, version 6. The development that occurred during that period was conducted utilizing state funding while no federal funding was utilized as the Supreme Court did not receive grant funding for FY 2023. During this period the project focused on developing the base code for the eCWS client and had not yet developed the methodology for identifying which records had data that originated from a CAD system. Spring 2023, CJI funded the eCWS project. Since that time, the Indiana Supreme Court developed the method for identifying the data source for driver/vehicle data and integrating driver/vehicle data from the Spillman CAD system. During this period, the project deployed 138 laptops, 323 printers, and 333 scanners to underserved agencies. This deployment will increase the number of electronic citations that are e-filed to the Odyssey court case management system, and to BMV. Once completed, the new Synchronization service for version 6 will be completed delivered to all law enforcement agencies along with hardware and software to complete internal testing and Field testing. The diagram below demonstrates going from zero agencies integrated to all Indiana law

enforcement agencies totally integrated.

For the quantitative improvement requirement for the application for 405(c) funds, please refer to page 46 of Indiana’s annual grant application.

Performance Measure:

**Core Safety Database Affected:** Citation

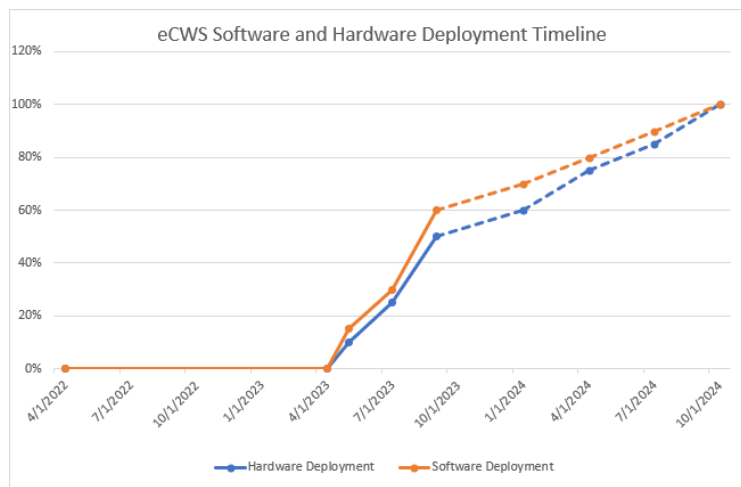
**Targeted Improvement Action:** C-I-1: The percentage of appropriate records in the Odyssey court case management system that were electronically linked from source agencies issuing these citations.

**Baseline Period:** August 1, 2021 – July 31, 2022.

**Baseline Value (value at end of performance period):** 0 (see documentation in chart)

**Performance Period:** August 1, 2022 – July 31, 2023.

**Performance Period Value (value at end of performance period):** 25% (see documentation in chart)



In 2025-2026, the goal of the program is for the IOCT to modernize the software currently used by motorcycle/bicycle patrol units. These officers currently utilize iPads to enter vehicle and drive data into eCWS as they cannot utilize laptops/standard printers. Rewriting/modernizing the software will allow IOCT to continue to work with future versions of IOS and to expand its use on multiple vendor’s hardware. This will not only improve data integration of the current software used on iPads but it will increase the number of agencies that can import data directly into the eCWS by expanding the use of multiple vendor platforms.

Funds for this project will support a percentage of salary and benefits for a program manager, business analyst, developer, tester/trainer; office supplies; equipment; and consultant/contractors for software development and testing. This is a state-wide project. For the quantitative improvement requirement for application for 405(C) funds, please refer to page 38 of Indiana’s grant application.

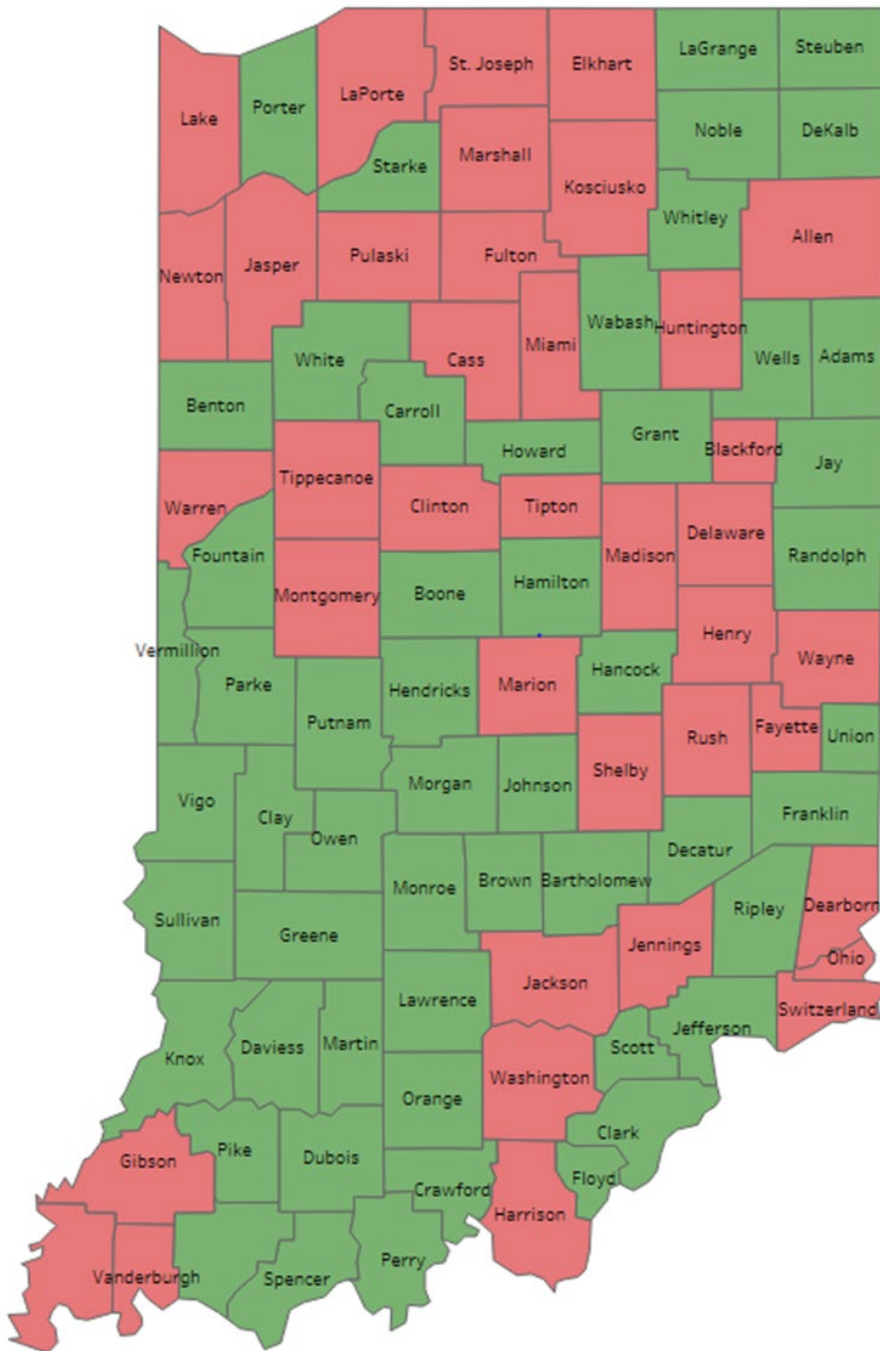
Federal Funding Source	GTS Project Code	Subrecipient(s)	Federal Funds	Match Amount	GTS Code
405c	B3T-2024-01-00-63	Indiana Supreme Court, Court Technology Center	\$500,000.00	\$125,000.00	405c Crash Records

County	Rural / Urban County	At Risk?
Adams	Rural / Mixed	NO
Allen	Urban	YES
Bartholomew	Rural / Mixed	NO
Benton	Rural	NO
Blackford	Rural	YES
Boone	Rural / Mixed	NO
Brown	Rural	NO
Carroll	Rural	NO
Cass	Rural / Mixed	YES
Clark	Urban	NO
Clay	Rural	NO
Clinton	Rural / Mixed	YES
Crawford	Rural	NO
Daviess	Rural / Mixed	NO
Dearborn	Rural / Mixed	YES
Decatur	Rural / Mixed	NO
DeKalb	Rural / Mixed	NO
Delaware	Urban	YES
Dubois	Rural / Mixed	NO
Elkhart	Urban	YES
Fayette	Rural / Mixed	YES
Floyd	Rural / Mixed	NO
Fountain	Rural	NO
Franklin	Rural	NO
Fulton	Rural	YES
Gibson	Rural	YES
Grant	Rural / Mixed	NO
Greene	Rural	NO
Hamilton	Urban	NO
Hancock	Rural / Mixed	NO
Harrison	Rural	YES
Hendricks	Urban	NO
Henry	Rural / Mixed	YES
Howard	Rural / Mixed	NO
Huntington	Rural / Mixed	YES
Jackson	Rural / Mixed	YES
Jasper	Rural	YES
Jay	Rural	NO
Jefferson	Rural / Mixed	NO
Jennings	Rural	YES
Johnson	Urban	NO
Knox	Rural / Mixed	NO
Kosciusko	Rural / Mixed	YES
LaGrange	Rural	NO
Lake	Urban	YES

LaPorte	Urban	YES
Lawrence	Rural / Mixed	NO
Madison	Urban	YES
Marion	Urban	YES
Marshall	Rural / Mixed	YES
Martin	Rural	NO
Miami	Rural / Mixed	YES
Monroe	Urban	NO
Montgomery	Rural / Mixed	YES
Morgan	Rural / Mixed	NO
Newton	Rural	YES
Noble	Rural / Mixed	NO
Ohio	Rural	YES
Orange	Rural	NO
Owen	Rural	NO
Parke	Rural	NO
Perry	Rural	NO
Pike	Rural	NO
Porter	Urban	NO
Posey	Rural	YES
Pulaski	Rural	YES
Putnam	Rural	NO
Randolph	Rural	NO
Ripley	Rural	NO
Rush	Rural	YES
St. Joseph	Urban	YES
Scott	Rural / Mixed	NO
Shelby	Rural / Mixed	YES
Spencer	Rural	NO
Starke	Rural	NO
Steuben	Rural / Mixed	NO
Sullivan	Rural	NO
Switzerland	Rural	YES
Tippecanoe	Urban	YES
Tipton	Rural	YES
Union	Rural	NO
Vanderburgh	Urban	YES
Vermillion	Urban	NO
Vigo	Urban	NO
Wabash	Rural / Mixed	NO
Warren	Rural / Mixed	YES
Warrick	Rural / Mixed	NO
Washington	Rural	YES
Wayne	Rural / Mixed	YES
Wells	Rural	NO
White	Rural	NO



Whitley	Rural	NO
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“At Risk” Counties Tableau Map – Child Injuries & Fatalities

County	2022 Motorcycle Registrations Count	County	Count
ADAMS	1285	MARSHALL	2099
ALLEN	9965	MARTIN	351
BARTHOLOMEW	2970	MIAMI	1902
BENTON	302	MONROE	2836
BLACKFORD	637	MONTGOMERY	1551
BOONE	2128	MORGAN	3820
BROWN	893	NEWTON	895
CARROLL	1093	NOBLE	2152
CASS	1423	OHIO	309
CLARK	3525	ORANGE	829
CLAY	1164	OWEN	1071
CLINTON	1290	PARKE	696
CRAWFORD	391	PERRY	696
DAVISS	895	PIKE	638
DEARBORN	2191	PORTER	7322
DECATUR	1178	POSEY	1053
DEKALB	2299	PULASKI	640
DELAWARE	2851	PUTNAM	1522
DUBOIS	1408	RANDOLPH	1005
ELKHART	6672	RIPLEY	1045
FAYETTE	913	RUSH	768
FLOYD	2266	SAINT JOSEPH	6751
FOUNTAIN	711	SCOTT	1051
FRANKLIN	1018	SHELBY	2189
FULTON	943	SPENCER	721
GIBSON	1265	STARKE	1403
GRANT	3044	STEUBEN	1624
GREENE	1491	SULLIVAN	737
HAMILTON	7380	SWITZERLAND	381
HANCOCK	3082	TIPPECANOE	4499
HARRISON	1476	TIPTON	728
HENDRICKS	5825	UNION	255
HENRY	2006	VANDERBURGH	4807
HOWARD	3498	VERMILLION	807
HUNTINGTON	1762	VIGO	3348
JACKSON	1888	WABASH	1501
JASPER	1681	WARREN	406
JAY	942	WARRICK	2388
JEFFERSON	1193	WASHINGTON	1401
JENNINGS	1301	WAYNE	2571
JOHNSON	5220	WELLS	1245
KNOX	1140	WHITE	1091
KOSCIUSKO	3161	WHITLEY	1750
LAGRANGE	1261	Total	217885

**IV.**  
**Indiana**  
**Traffic Records**  
**Strategic Plan**

**Plan Year 2023 - 2024**

**July 24, 2023**





## Contents

State Information .....	47
Traffic Records Assessment .....	47
TRCC Operational Authority.....	48
Introduction.....	50
Indiana TRCC Background.....	50
TRCC Membership.....	51
TRCC Meeting Schedule.....	51
Project Prioritization.....	52
Traffic Records Strategic Initiatives.....	53
Traffic Records Assessment Recommendations .....	56
Traffic Records Recommendations Update .....	58
Crash Recommendations.....	58
Vehicle Recommendations .....	60
Driver Recommendations .....	62
Roadway Recommendations .....	64
Citation / Adjudication Recommendations.....	66
EMS / Injury Surveillance Recommendations .....	68
Traffic Records Improvement Projects .....	69
eCWS / Odyssey Data Improvement Project (IN CIT 01)	
Traffic Records Coordinating Committee Roster .....	72

*This Fiscal Year 2024 Traffic Records Coordinating Committee Strategic Plan was brought before the committee and approved during the TRCC Meeting held on September 21, 2023.*



## 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:** Alexandria Palmer

**Title:** Traffic Records Analyst & Planner

**Agency:** Indiana Criminal Justice Institute – Traffic Safety Division

**Address:** 402 W. Washington Street, Room W469 Indianapolis, Indiana 46204

**Phone:** (317) 775-9658

**Email:** [alpalmer@cji.in.gov](mailto:alpalmer@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 21<sup>st</sup> 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 21<sup>st</sup> 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 25)*

## TRCC Meeting Schedule

The TRCC met three times during FY2023

- March 14, 2023
- May 25, 2023
- September 21, 2023



## 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.

<b>Traffic Records Strategic Plan Development</b>	
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	Triennial HSP Due by July 1st
August / September	Grants handled through Intelligrants process, Contracts through SCM.
October	Grants / Contracts begin.

### **Planned activities that implement recommendations:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
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



## 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."

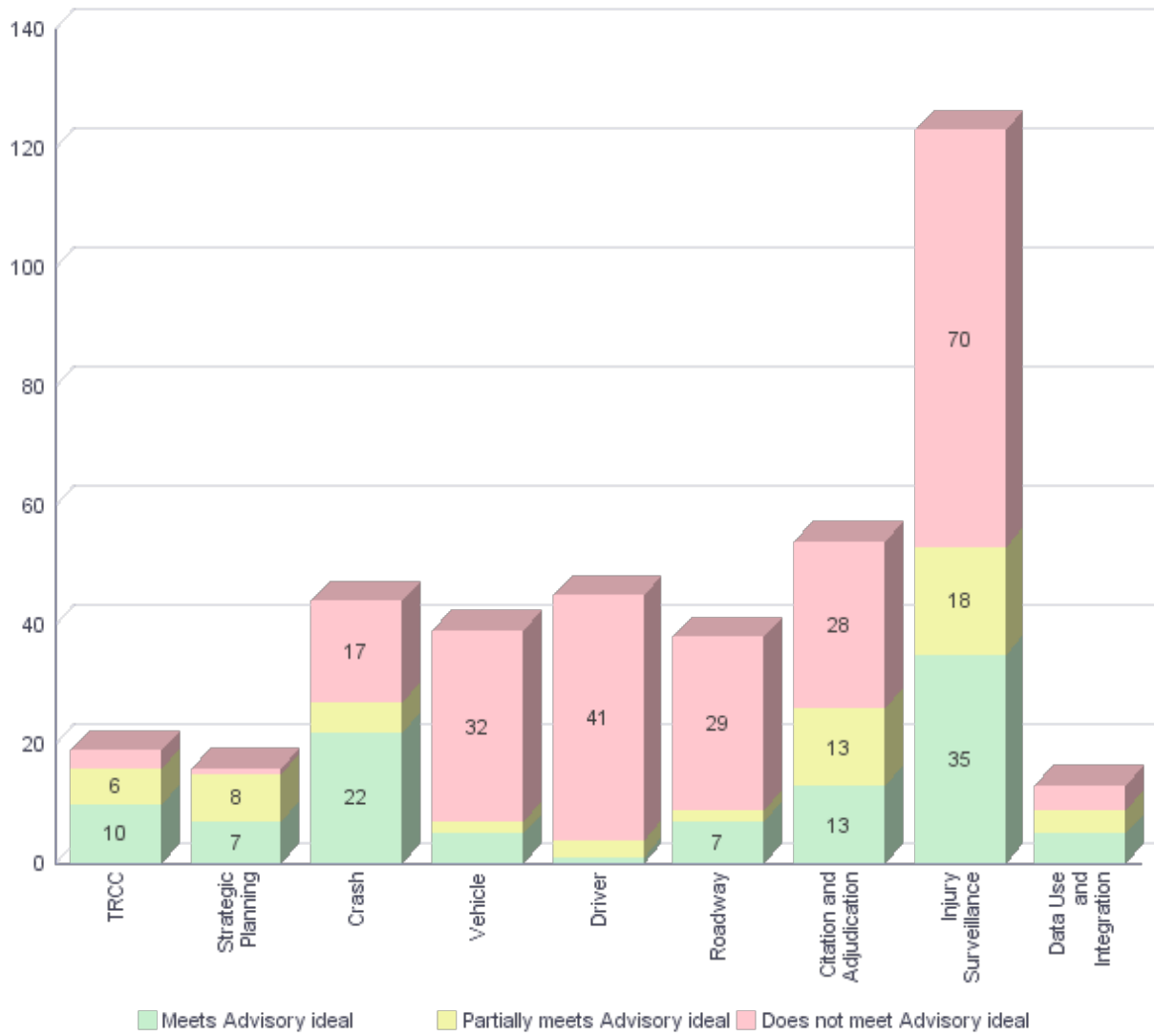
### TRCC Goals

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%
<b>Overall</b>	<b>71.0%</b>	<b>42.9%</b>	<b>37.0%</b>	<b>46.3%</b>	<b>59.3%</b>	<b>58.1%</b>

	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:

$$\text{Section average (\%)} = \frac{\text{Section sum total}}{\text{Section total possible}}$$

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.





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### **Citation and Adjudication Recommendations**

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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.

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### **Injury Surveillance Recommendations**

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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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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:** **In Process.** We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

Indiana’s ARIES Database tracks all crash records for the state. Currently over 80% of all Indiana accident reports are submitted through ARIES version 6, while some agencies still report under an older version of the program they all appear under one domain. Maintaining accurate Traffic Records is crucial to the performance of all grant funded activities & data-driven predictions of future goals. Attached is a table demonstrating monthly data entries processed for Indiana’s ARIES records system.

Month	Count
Apr-22	15,492
May-22	18,013
Jun-22	16,684
Jul-22	16,056
Aug-22	17,292
Sep-22	16,938
Oct-22	18,947
Nov-22	19,166
Dec-22	18,677
Jan-23	16,195
Feb-23	13,830
Mar-23	16,123
Apr-23	15,543
May-23	17,446
Jun-23	16,474
Total	252,876



**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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** there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 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:** **Not in Process.** For any recommendation that is listed as **Not in Process** there has been no proposed project brought before the committee for approval to address these specific recommendations. We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

**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

2024-2026 HSP Project:



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

2024-2026 HSP Project:



## 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:** Integration

**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

2024-2026 HSP Project: M3DA-2022-00-00-50

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 quality control data edits and validation systems are also implemented.

**Status:** Not in Process. For any recommendation that is listed as Not in Process there has been no proposed project brought before the committee for approval to address these specific recommendations. 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

2024-2026 HSP Project:



## Traffic Records Improvement Projects

### eCWS / Odyssey Data Improvement Project (IN CIT 01)

Indiana Supreme Court – Office of Court Technology

**Core Safety Database Affected:** Citation

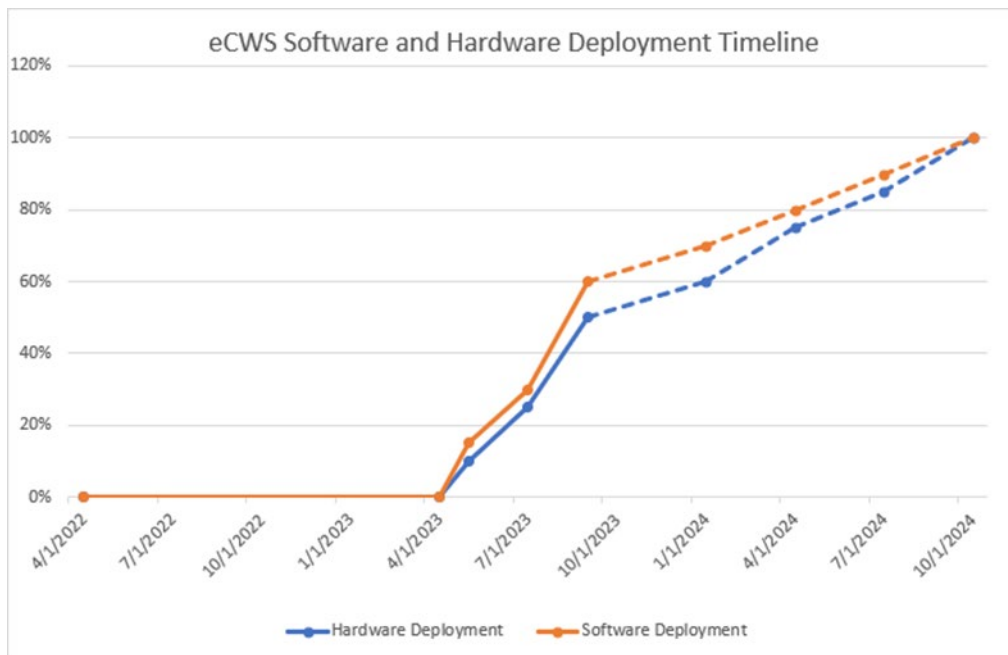
**Targeted Improvement Action:** C-I-1: The percentage of appropriate records in the Odyssey court case management system that were electronically linked from source agencies issuing these citations.

**Baseline Period:** August 1, 2021 – July 31, 2022.

**Baseline Value (value at end of performance period):** 0 (see documentation in chart)

**Performance Period:** August 1, 2022 – July 31, 2023.

**Performance Period Value (value at end of performance period):** 25% (see documentation in chart)



### PLANNED ACTIVITY DESCRIPTION

From April 2022 to April 2023, developers worked on improving the newest eCWS client, Version 6. During this time period, no State funding nor Federal funding was utilized as the Supreme Court did not receive grant funding for FY2023. Federal funding was awarded later in early 2023. Analysts developed the base code for the eCWS client and identified a methodology for recognizing records initiated from a CAD system.

Progress was made by identifying the data source for driver/vehicle data, and the completion of the



development work for integrating driver/vehicle data from the Spillman CAD system. Once this process is completed, the new synchronization service for Version 6 will finalize internal testing and field testing. During the program personnel deployed 138 laptops, 323 printers, and 333 scanners to underserved agencies. This development will increase the number of electronic citations that are e-filed to the Odyssey court case management system, and to BMV. Data accessibility and increased communication is crucial to improving reporting in Traffic Records Programs.



## Traffic Records Coordinating Committee Roster

Database	Role	Agency	First Name	Last Name	Job Title
All	User	Indiana Criminal Justice Institute	Devon	McDonald	Executive Director
All	Manager / User	Indiana Criminal Justice Institute	James	Bryan	Traffic Safety Director
All	Manager / User	Indiana Criminal Justice Institute	Karrie	Cashdollar	Assistant Traffic Safety Director
All	Manager / User	Indiana Criminal Justice Institute	Alexandria	Palmer	Traffic Safety Records Analyst and Planner
Crash	Manager / Collector / User	FARS - Indiana Criminal Justice Institute	Angelique	Beamon	Program Coordinator/Research Analyst
Crash	Manager / Collector / User	FARS - Indiana Criminal Justice Institute	Michelle	Dunn	Program Coordinator/Research Analyst
All	Manager / User	Indiana Criminal Justice Institute	Courtney	Summers	Program Manager
All	Manager / User	Indiana Criminal Justice Institute	Janine	Walter	Program Manager
All	Manager / User	Indiana Criminal Justice Institute	Marissa	Coffin	Program Manager
Citation / Driver	User	Department of Toxicology	Christina	Beymer	Director
Injury Surveillance	Manager / Collector / User	Department of Health	Brian	Busching	Trauma Division Director
Roadway	Collector / User	Department of Transportation	Mike	Holowaty	Strategic Safety Manager
Citation / Adjudication	Manager / Collector / User	Indiana State Supreme Court	Mike	Wilson	Program Manager
Crash	Collector	LexisNexis Risk Solutions	Seth	Wagner	Senior Account Manager
Crash / Injury Surveillance	Collector / User	Purdue University CRS	Jose	Thomas	Data Analyst
Crash / Injury Surveillance	Collector / User	Purdue University CRS	Mario	Romero	Data Analyst
Crash	User	Indiana University PPI	Jamie	Palmer	Senior Policy Analyst
Injury Surveillance	Manager/Collector / User	Indiana Department of Homeland Security	Brad	Thatcher	Response Director
Crash	Collector	Indiana State Police	Rob	Simpson	Assistant Chief of Staff
Vehicle / Driver	Collector / User	Indiana Bureau of Motor Vehicles	Lord	Rich	Executive Director of Marketing and Communications
Injury Surveillance	Manager/Collector / User	Indiana Department of Homeland Security	Kraig	Kinney	State EMS Director
Driver	Manager / Collector	Phlebotomy - Indiana Criminal Justice Institute	Jennifer	Hacker	Program Manager / CPSS
Citation / Adjudication	User	Indiana Prosecuting Attorneys Council	Erica	Dobbs	Assistant Traffic Safety Resource Prosecutor
Citation / Adjudication	User	Indiana Prosecuting Attorneys Council	Chris	Daniels	Traffic Safety Resource Prosecutor
Roadway	Collector / User	Indiana Department of Transportation	Taylor	Ruble	Traffic Mobility Engineer



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