

September 2019

Highway Safety Plan FY 2020 Indiana

Highway Safety Plan

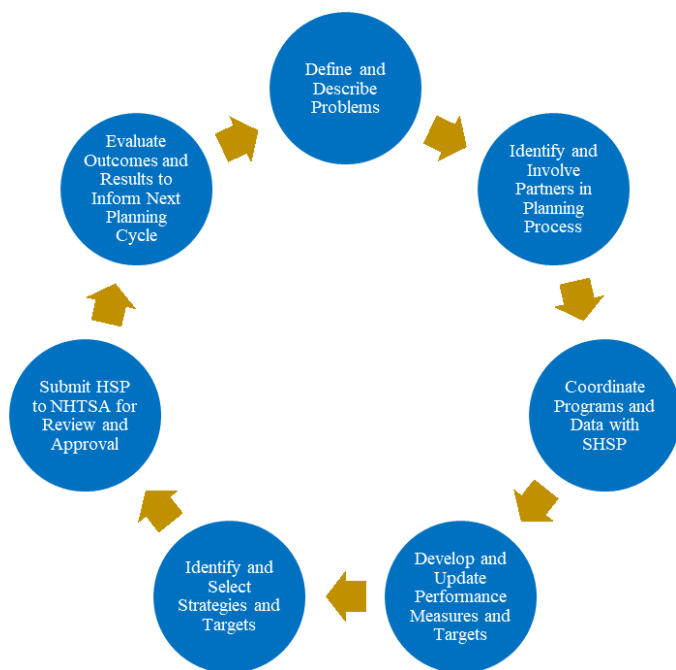
NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: No
- S. 405(d) Alcohol-Ignition Interlock Law: No
- S. 405(h) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: No
- S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

Figure 1: The Highway Safety Planning Process Flowchart



Problem Identification Process

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using the data sources and partners below, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

Data

Automated Reporting Information Exchange System (ARIES)

Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Agencies must submit crash reports into ARIES within five days of a crash, allowing ICJI staff to access accurate, up-to-date crash data.

Indiana University Public Policy Institute (PPI)

Indiana University Public Policy Institute (PPI), a partner of ICJI, publishes an annual collection of the state's motor vehicle crash facts and trends. Fact sheet topics include: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive document on strategies for reducing traffic deaths and injuries that contains proven countermeasures for traffic crashes. The data used for these publications are provided by ARIES, but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link in.gov/cji/2367.htm on the ICJI website.

Odyssey Case Management System

ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals. Over 11.5 million electronic citations and warnings have been issued since the program has been the recipient of federal traffic records funding. There are 467 law enforcement agencies using the system. Odyssey is now in place in 322 courts in 70 counties.

Purdue Center for Road Safety (CRS)

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

Fatality Analysis Reporting System (FARS)

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

Operation Pull Over (OPO) Database

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

Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers

OBIEE was built for and is maintained by INDOT. INDOT regularly uses OBIEE to track and monitor performance metrics data. The OBIEE database is similar to ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format. OBIEE query results are easily extractable to Excel format for additional analysis.

FY 2020 Indiana Core and Additional Performance Measures

Figure 2: FY 2020 Indiana Core and Additional Performance Measures

	Outcome Measure	Annual Figures							5 Year Average 2013-2017	Targets				Data Source	
		2011	2012	2013	2014	2015	2016	2017		2017*	2018	2019	2020		
NHTSA CORE MEASURES	C-1	Traffic Fatalities	751	781	784	745	817	829	914	817.8	841	814.9	889.6	907.7	FARS
	C-2	Incorporating Injuries**	3,405	3,816	3,441	3,338	3,434	3,505	3,457	3,435	3,544	3,479.8	3,501.9	3,467.4	INDOT
	C-3	Fatalities Per 100 Million Vehicle Miles Traveled	0.98	0.99	1.00	0.94	1.04	1.00	1.12	1.02	1.07	1.04	1.09	1.1	FARS
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	192	214	202	190	221	251	210	215	206	215	217	223	FARS
	C-5	Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	207	230	199	160	170	215	220	192.8	171	193	192	198	FARS
	C-6	Speeding-Related Fatalities	153	185	218	204	233	213	208	215	217	215	215	217	FARS
	C-7	Total Motorcycle Fatalities	118	152	115	124	108	101	149	119.4	111	119	120	119	FARS
	C-8	Unhelmeted Motorcycle Fatalities	95	116	82	89	79	72	105	85	81	85	86	85	FARS
	C-9	Drivers Aged 20 and Under Involved in Fatal Crashes	100	130	104	87	120	107	123	108.2	107	108	109	113	FARS
	C-10	Pedestrian Fatalities	62	59	76	78	96	87	101	88	83	88	90	92.4	FARS
B-1	Observed Seatbelt Usage Rate (%)	93.2	93.6	91.6	90.2	91.9	92.4	93.0	91.82	91	91.82	91.86	92.20	CRS	
A-1	*Number of Seat Belt Citations During Grant Funded Enforcement	99,077	82,961	70,134	65,542	63,383	54,704	46,311	60,015	-	-	-	-	OPO	
A-2	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	7,907	7,950	6,919	5,983	4,993	5,776	5,966	5927.4	-	-	-	-	OPO	
A-3	*Number of Speeding Citations and Arrests During Grant Funded Enforcement	86,702	56,181	53,732	48,092	71,638	52,608	50,244	55,263	-	-	-	-	OPO	
15	Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.66	1.78	1.83	1.61	1.85	1.67	1.89	1.77	1.70	1.77	1.76	1.79	FARS	
16	Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.57	0.52	0.51	0.55	0.59	0.56	0.68	0.578	0.58	0.58	0.59	0.60	FARS	
17	Motorcycle Fatalities per 100k Registrations	57.73	68.13	52.60	55.69	48.35	45.17	59.46	52	48	52.00	52.13	51.42	FARS	
18	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.27	0.29	0.25	0.20	0.22	0.26	0.27	0.24	0.22	0.24	0.24	0.25	FARS	
19	Children Aged 15 and Under Killed in Traffic Collisions	38	30	40	20	35	20	43	32	29	32	30	32	PPI	
20	Bicyclists and Other Cyclists Fatalities	11	15	14	12	12	19	13	14	12	14	14	14	FARS	

Evidence-Based Traffic Safety Enforcement Plan Summary

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

Prior to awarding any grant funds in FY 2020 to subgrantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2020 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

The six LELs play an important role in evidence based enforcement. LELs monitor all TSD police department subgrantees with site visits and continuous monitoring. This includes an ongoing review of data, assisting

agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence based enforcement receive an increased level of monitoring and attention.

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

State Demographics

Indiana consists of 92 counties and has an estimated 2018 population of 6,691,878. Eighty-four percent of the population is between the ages of 18 and 64. Indiana residents are 85.1 percent white, 9.8 percent black, and 7.1 percent identify as Hispanic or Latino. Persons under 5 years old, under 18 years old, and 65 years old and over made up 6.3 percent, 23.4 percent, and 15.8 percent, respectively, of the population. In 2017, there were 4,487,105 licensed drivers in Indiana. Indiana has 12,000 miles of Interstate, U.S. and State Routes, and 66,000 miles of county roadways. In total, Indiana roadways have 97,288 centerline miles and 203,080 lane-miles.

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

Indiana University's Public Policy Institute (PPI)

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

Purdue University's Center for Road Safety (CRS)

CRS provides seat belt survey analysis and, in April 2019, provided a large data set identifying the worst 5 percent of Indiana intersections and road segments from 2016 through 2018. These data include injury level data and collision time. Additional analysis is being undertaken to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity.

Odyssey Case Management System

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

Operation Pull Over Database

ICJI's OPO database provides similar, but less detailed information to the Odyssey Case Management system.

In addition to using it for similar analysis, the OPO database may also be used to determine the most effective use and locations of grant funded man-hours.

Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers

ICJI will also employ the OBIEE system from INDOT. This system allows additional querying capabilities of Indiana State Police data and yields large datasets for additional analysis. This system is updated daily with Indiana State Police data.

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

While analysis is ongoing, these data sources have already allowed ICJI to identify the following: worst Indiana counties across multiple measures such as restraint use and impaired driving; the worst spans of time for collisions based specific variables; and roadways where collisions are occurring. This allows ICJI’s Research Division to provide law enforcement with specific plans of action for their program based on county specific data (e.g. days and times, roadways, and maps of collision data).

ICJI is confident the data identified above will provide the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 150 law enforcement agencies, utilizing the most up-to-date data, driving “Countermeasures That Work” programming, and continuous monitoring of programs, ICJI’s funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

For equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more, ICJI shall receive prior written approval from the Regional Administrator before making the purchase.

Data A

Processes Participants

Participants

It is essential that ICJI continues to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows ICJI to take appropriate action to address any identified problems.

The Governor's Council on Impaired & Dangerous Driving serves as a panel of experts in the area of behavioral traffic safety. The Council, a sub-committee of ICJI’s Board of Trustees, provides input on proposed traffic safety strategies, while supplying guidance on the Traffic Safety Division’s pursuit of competitive funding opportunities. Strategies and funding opportunities are meant to diversify and expand the number of agencies participating in making Indiana roadways safe. The Council further advises the Traffic Safety Division on initiatives that can increase effectiveness of impaired driving countermeasures. Through its input and

opinions collectively, the Council provides guidance on the Traffic Safety Division's involvement in issues of public policy, and input on legislative proposals affecting the Traffic Safety Division's practices and programming. The Council also works with INDOT to coordinate traffic safety strategies outlined in the HSP and Strategic Highway Safety Plan (SHSP) whenever it is updated. INDOT works closely with ICJI through regular meetings and communications about the status of goals and efforts outlined in the HSP and SHSP through the monthly Indiana Crash Snapshot report that is exchanged between INDOT, ICJI, and FHWA. ICJI will continue collaborating with the Traffic Records Coordinating Committee (TRCC), a group of individuals from state and federal agencies dedicated to improving the state's traffic records systems. The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV); Indiana Department of Transportation (INDOT); Indiana State Police (ISP); Federal Highway Administration (FHWA); Indiana State Supreme Court; Indiana State Department of Health (ISDH); Indiana State Coroner's Association; Indiana Office of Technology; Indiana Prosecutor's Association; Riley Hospital for Children; Purdue Center for Road Safety; Indiana University PPI; the Indiana Department of Homeland Security, Indiana Department of Toxicology, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, timeliness, integration, and completeness of statewide traffic-related information. The TRCC will meet October 9, 2019, February 12, 2020, and May 20, 2020 at 1:00 PM to 2:30 PM.

ICJI will continue its partnership with Indiana University's Public Policy Institute (PPI) to obtain a research analysis of Indiana's traffic safety trends as well as track the effectiveness of ICJI's countermeasures. The data obtained by PPI allows for ICJI and their partners to determine whether programming is effective. Annual traffic safety fact sheets and a county profile fact book allow ICJI and their partners to make informed policy and program decisions. Lastly, ICJI will continue its partnership with Purdue University Center for Road Safety (CRS). CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. CRS assists ICJI by improving observational seat belt survey designs and training observers on how to correctly obtain data. Once the surveys are complete, CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class.

Description of Highway Safety Problems

ICJI and INDOT also agreed to three identical common performance targets in their HSP and HSIP. These common performance targets are: Number of fatalities, rate of fatalities per VMT, Incapacitating Injury (“Suspected serious” Injury) Target Setting Methodology Fatality/Injury Count Baseline projections are calculated using fatality and “suspected serious” injury counts (or estimations) and applying an equation to generate predictive values for 2017-2029. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of three years. The equation is of the form $[y = (A * \ln(x) + B)]$ and for 2019 and 2020 targets the equation is of the form $[y = (A * .928) * \ln(x) + B]$. The .928 is included for the 2019 and 2020 equation because Indiana is predicted to have a decrease in unemployment, which correlates with an increase of drivers. The predicted annual Vehicle Miles Traveled (VMT) growth rate for each of the next five years is estimated to be 1.20% from the last INDOT estimated VMT for 2020. For all other targets (fatalities, serious injuries, and VMT) a five year rolling average is used. For example: Motorcycle Fatalities per 100k Registrations the equation to get the 2020 target would be $[(2015's \# + 2016's \# + 2017's \# + 2018's \text{ target } \# + 2019's \text{ target } \#) / 5]$. With numbers this looks like $(48.35 + 45.17 + 59.46 + 52 + 52.13) / 5 = 51.42$.

Indiana has developed a process for selecting the appropriate projects for solving our highway safety problems and meeting our highway safety performance goals. The primary goal of all highway safety programs is to achieve a significant reduction in traffic fatalities and serious injuries on Indiana’s roadways. All highway safety programs require a strategic data-driven approach to improving highway safety. ICJI will provide county-specific data to law enforcement agencies to determine who is initially qualified for each specific grant. Only top 20 or 30 counties with the highest ratio of a specific collision to their overall collisions will receive priority in that grant funding. ICJI’s traffic safety researcher will provide the updated data to the traffic safety division, who will then determine who qualifies for funding. The traffic safety division will then host six regional grant trainings for police departments in that region to notify them of what they are able to apply for. This way when the solicitation for grant proposals is published police departments are aware if they will receive priority. Grant funding is open to all departments, but priority will be given to those departments that are able to demonstrate a need for funding through data.

In 2018, Indiana awarded 235 law enforcement agencies grant funding. Grant applications for the FY 2020 grant year will have four types of applications:

Existing Enforcement Grantees

New Enforcement Grantees

Traffic Records Grantees

Non-enforcement (Education) Grantees

All grant applications will be assigned to traffic safety program managers for reviewing and scoring based on specific criteria. Once an application was received it was assigned to a program manager along with a project evaluation template for a first review. A second review was completed by another traffic safety program manager (i.e., occupant protection, impaired driving, etc.). Then the final score was calculated by averaging the first two reviewers.

The traffic safety division will gather all the scores and rank the project applications by their average score of the two reviews. Based on the overall average and any discussion, the traffic safety division will vote for either approval or denial. Once the traffic safety division has completed its recommendations for all the applications, a

list of the approvals and denials will be presented to the ICJI board of trustees for approval. Using the performance goals as a guideline, the committee selects the state and local agency projects that justify to a need for grant funding through data and that the funding will help achieve its short and long-term program goals projections.

List of Information and Data Sources

The 2020 project selection were based on the input of many different data sources. Those that were used in the planning process are:

ARIES, Crash database (2012-2018)

FARS data (2012-2017)

Federal VMT data (2012-2017)

Census data (2017-2018, estimate)

Observational seat belt and car seat surveys (2001-2018)

Driver and vehicle data (BMV)

Description of Outcomes

Indiana's safety planning efforts have coordinated three targets with the Strategic Highway Safety Plan (SHSP) which provides strategic direction for the Highway Safety Plan (HSP) as required under Highway Safety Programs (23 U.S.C. 402(b)(1)(F)(v)). INDOT shares with ICJI the targets for fatalities, fatalities per VMT, and incapacitating injury. The TRCC is a committee where traffic safety stakeholders come together to discuss how they can be of assistance in making Indiana roadways safer and having accurate data of what is happening. There are ten different traffic records planned activities that will be funded to help improve data collection. Seven of the ten focus on collecting and reporting data and three focus on combining data from different databases. The traffic records planned activities will provide ICJI and Indiana with a more accurate depiction of what risky driving behaviors are occurring on Indiana roadways. The data that is provided has assisted Indiana in determining seven different areas that can lower fatalities and incapacitating injuries if funded or increase them if not funded. Those seven areas are; occupant protection, impaired driving, young drivers, children, pedestrians, bicyclists, and motorcyclists.

Impaired driving is an area that has received grant funding for many years. In FY 2019, impaired driving activities received \$4,065,000 in funding. This resulted in 2018 having a decrease in fatalities involving a driver or motorcycle operator with a BAC of .08 or above. By looking at where impaired collisions were occurring ICJI was able to determine what agencies should get priority for DUI funds. Doing this has resulted in a decrease of 13 fatalities from 2017.

In FY 2020 ICJI plans to do more analysis of the traffic records data and also look at other contributing circumstances, date information, times, etc. ICJI is also analyzing the top 20 or 30 counties that have the highest ratio of a specific type of collision compared to their overall collisions. The top counties will receive priority when it comes to funding. By giving priority to these counties the likelihood of agencies lowering these collisions through enforcement is high. These different analyzes will provide the traffic safety division more information for detailed enforcement activities. The more trends that can be found in collision data the more enforcement activities can be specified to address those trends and lead to a reduction of collisions. This will assist more in grant funding that ICJI requests in FY 2021.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	907.7
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	3467.4
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	1.1
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	223
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	198
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	217
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	119

8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	85
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	113
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	92.4
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	14.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	92.2
13	Fatalities Per 100 Million Vehicle Miles Traveled-Rural	5 Year	2016	2020	1.79
14	Fatalities Per 100 Million Vehicle Miles Traveled-Urban	5 Year	2016	2020	.60
15	Motorcycle Fatalities Per 100k Registrations	5 Year	2016	2020	51.42
16	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	5 Year	2016	2020	.25

17	Children Aged 15 and Under Killed in Traffic Collisions	5 Year	2016	2020	32
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Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	907.7	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST ACT. INDOT calculates this performance target by using a trend line. "Baseline projections are calculated using fatality and "A" injury counts (or estimations) and applying a equation to generate predictive values for 2018-2020. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of four years. The equation is of the form $[y = A*\ln(x) + B]$. The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak." This is INDOT'S explanation.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	3467.4	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST ACT. Due to a definition change of incapacitating/serious injury we take the number of injuries and multiple it by 7.2% to get the number of those that are serious. Then we created a trend line to calculate the performance targets.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.1	5 Year	2016

Performance Target Justification

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST ACT. The predicted annual Vehicle Miles Traveled (VMT) growth rate for each of the next five years is estimated to be 1.20% from the last INDOT estimated VMT for 2018. INDOT's Technical Planning Support & Programming Division arrived at this figure by averaging the last 5 years of Annual Growth Rates for each of five factor groups and then averaging those to arrive at 1.20%. The contributing Annual Growth Rates are calculated from the data collected at Indiana's 100+ Continuous Data Collection Sites around the State across a variety of Functional Classes.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	223	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

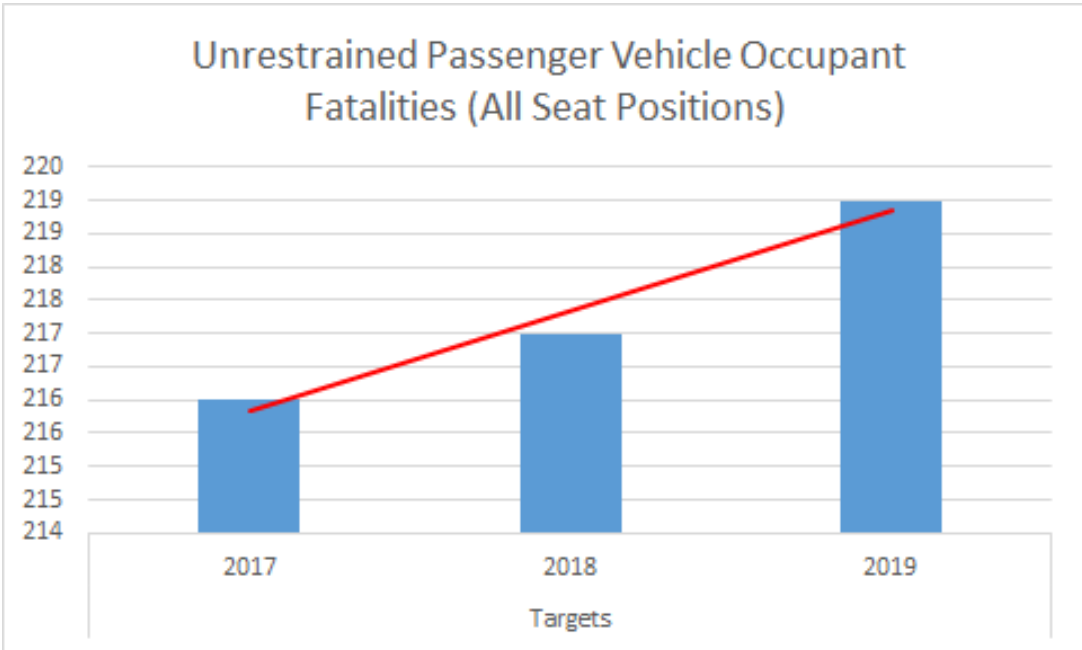
Performance Target Justification

The number of unrestrained passenger vehicle fatalities performance target is figured off of a five year rolling average. Outcome Measure Targets 2017 2018 2019 C-4 Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) 216 217 219

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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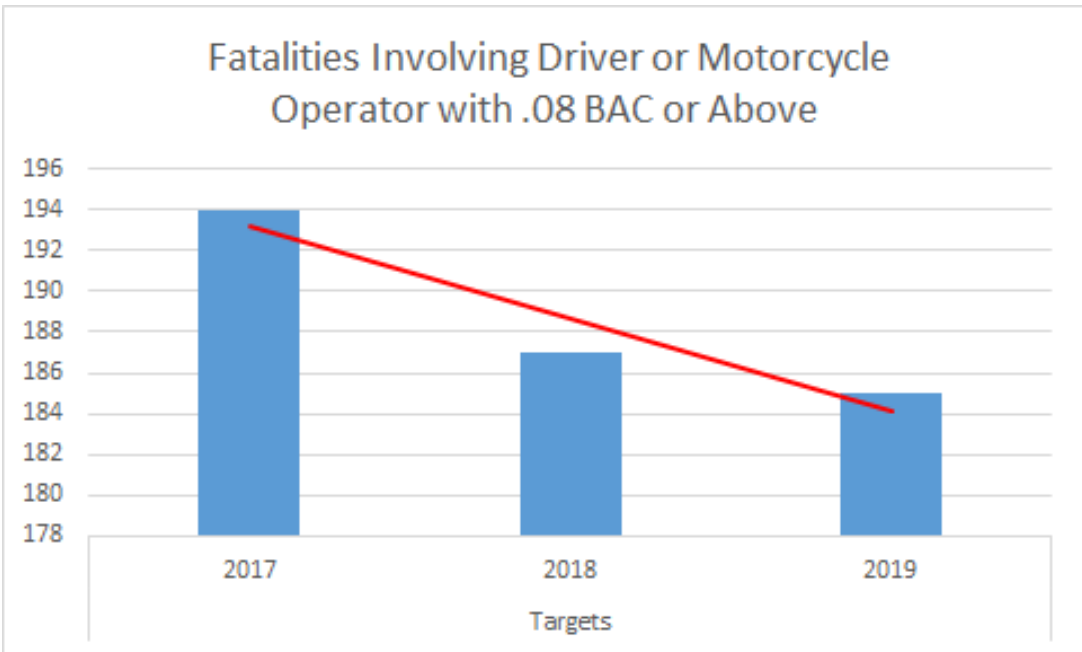
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	198	5 Year	2016
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Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

To calculate this target, Indiana did a five year rolling average. Outcome Measure Targets 2017 2018 2019
 C-5 Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 194 187 185



Performance Measure: C-6) Number of speeding-related fatalities (FARS)

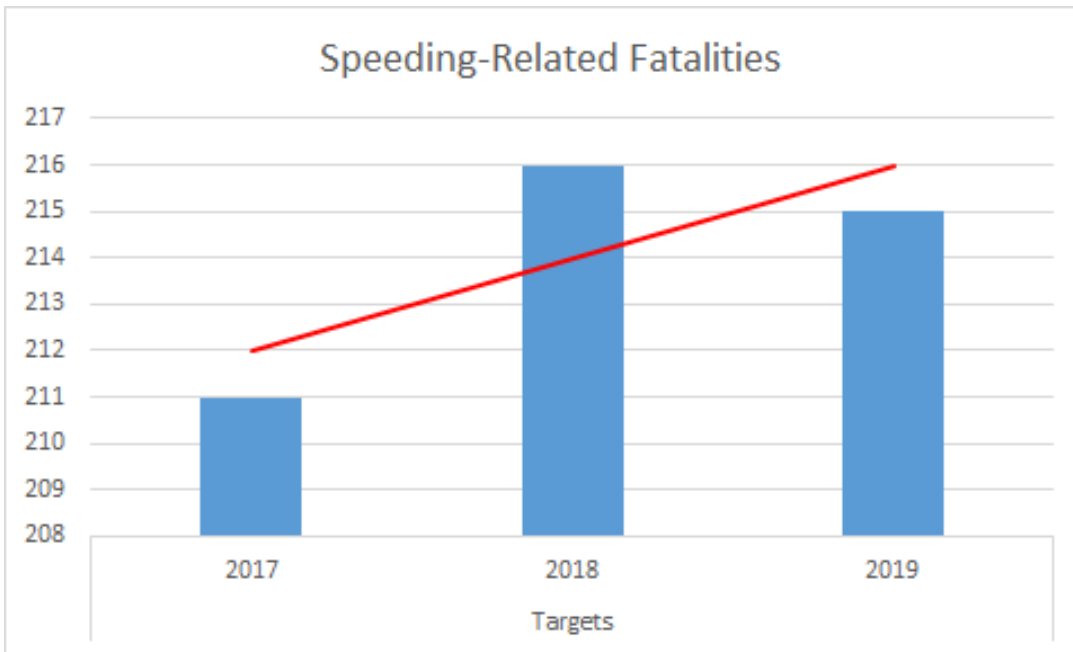
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	217	5 Year	2016

Performance Target Justification

The performance target for speeding-related fatalities is calculated by a five year rolling average. Outcome

Measure Targets 2017 2018 2019 C-6 Speeding-Related Fatalities 211 216 215



Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	119	5 Year	2016

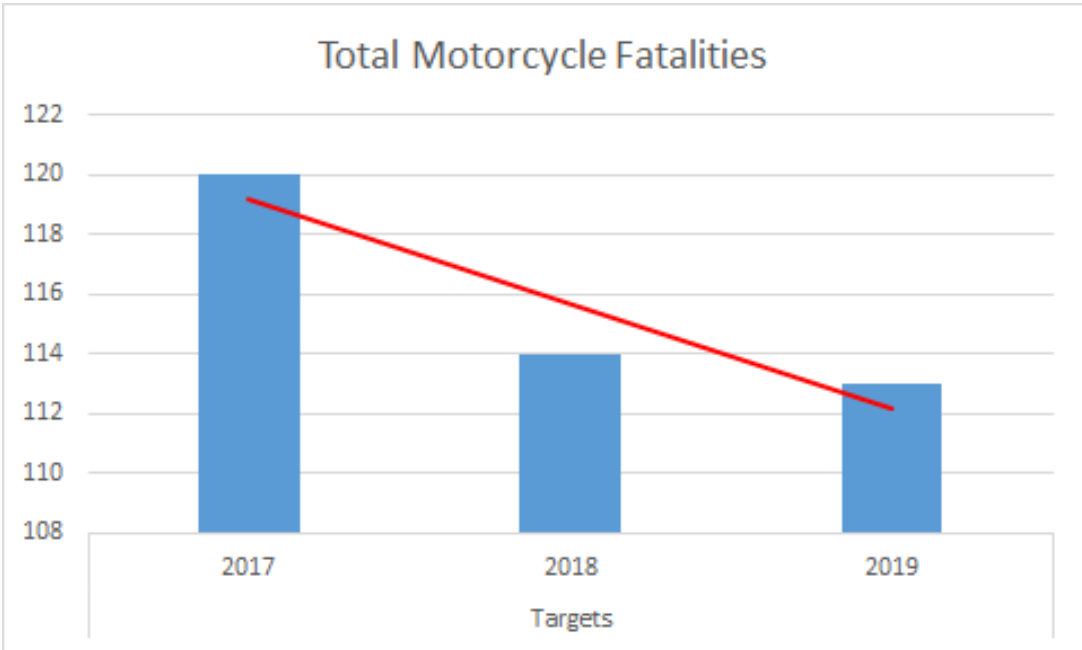
Performance Target Justification

The performance targets for motorcyclist fatalities is calculated by a rolling five year average. Outcome

Measure Targets 2017 2018 2019 C-7 Total Motorcycle Fatalities 120 114 113

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

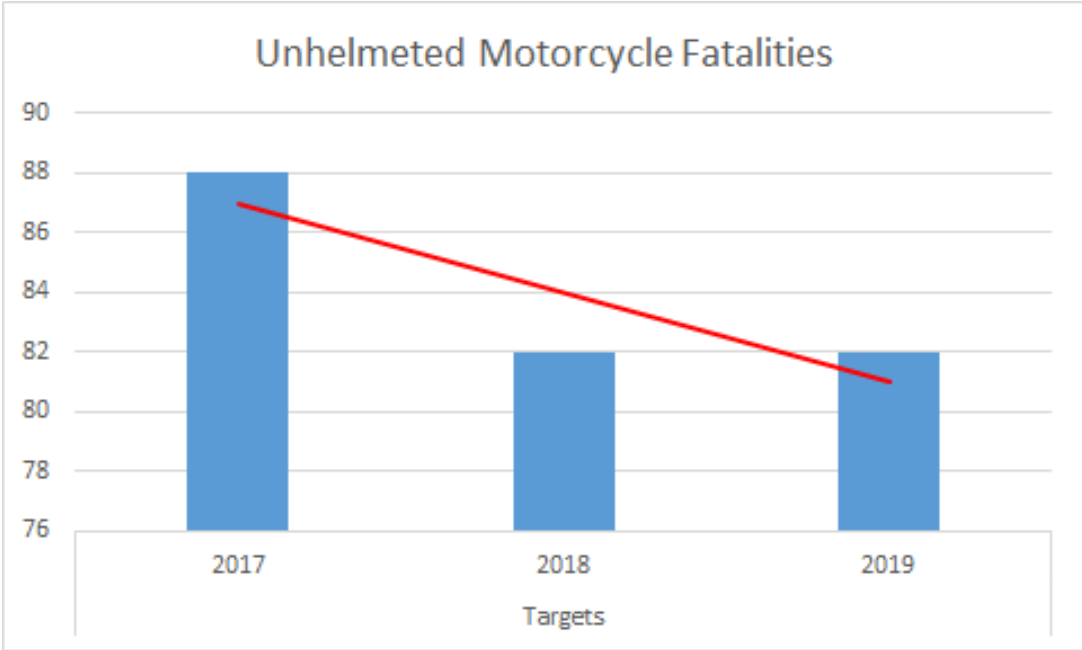


Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	85	5 Year	2016

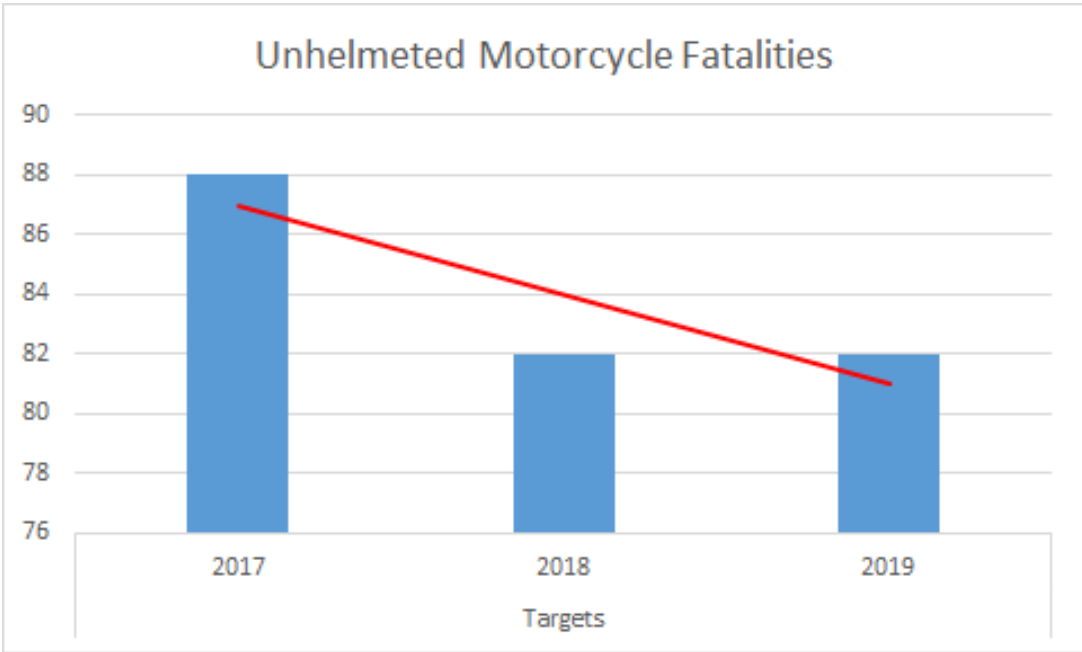
Performance Target Justification

The performance targets for unhelmeted motorcyclist fatalities is calculated by a rolling five year average.

Outcome Measure Targets 2017 2018 2019 C-8 Unhelmeted Motorcycle Fatalities 88 82 82



Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

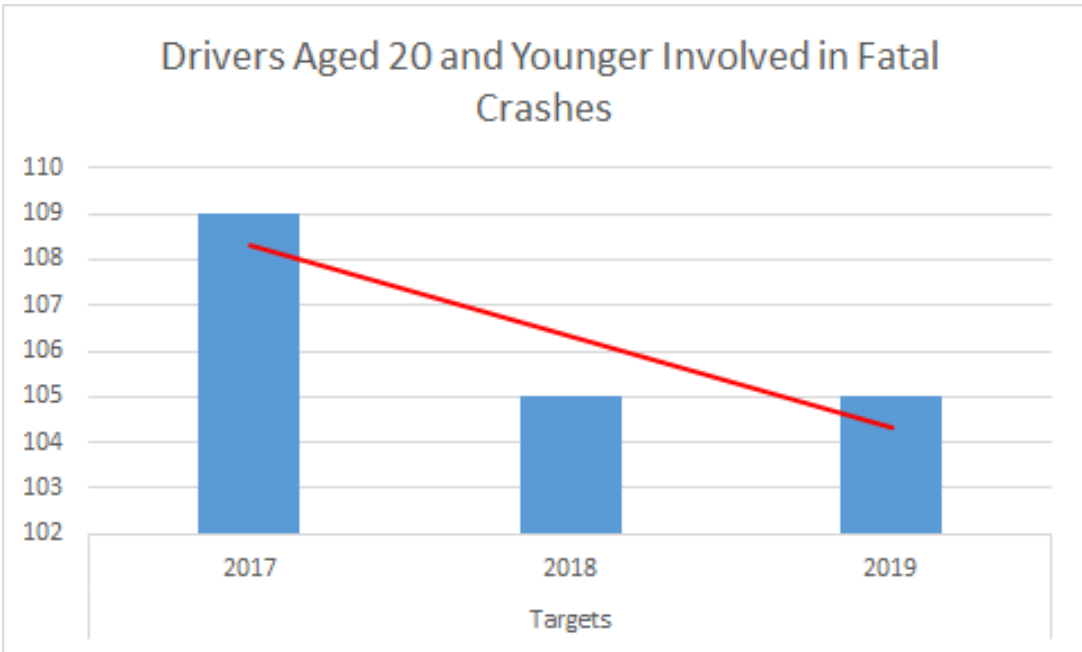


Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	113	5 Year	2016

Performance Target Justification

The performance targets for Drivers age 20 or younger involved in fatal crashes is calculated by a rolling five year average. Outcome Measure Targets 2017 2018 2019 C-9 Drivers Aged 20 and Younger Involved in Fatal Crashes 109 105 105



Performance Measure: C-10) Number of pedestrian fatalities (FARS)

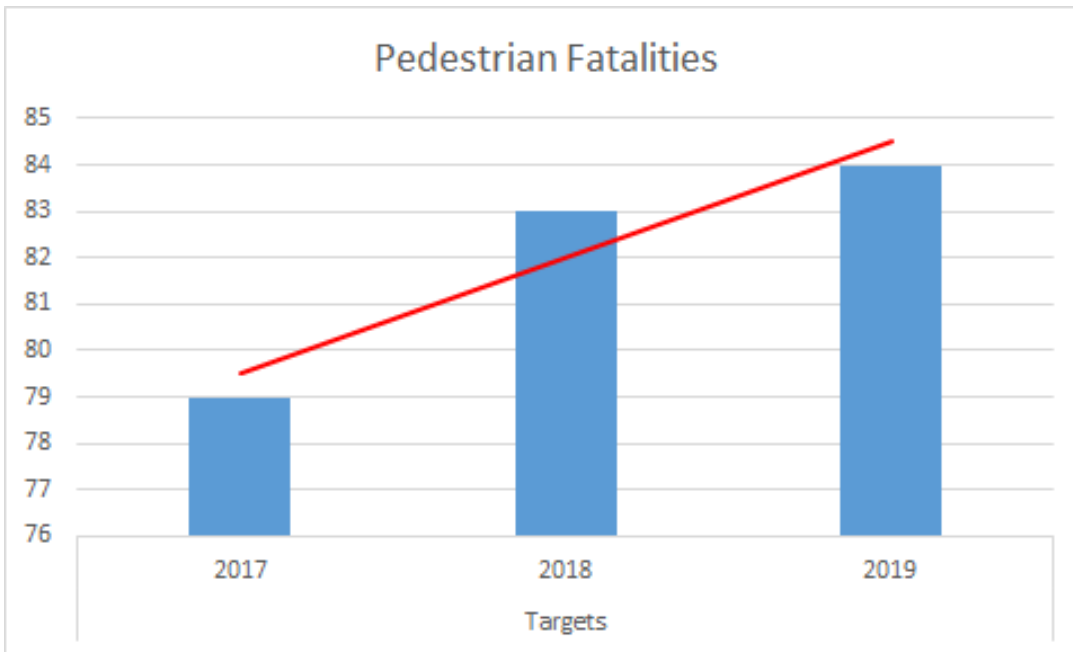
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	92.4	5 Year	2016

Performance Target Justification

The performance targets for pedestrian fatalities are calculated by a rolling five year average. Outcome Measure

Targets 2017 2018 2019 C-10 Pedestrian Fatalities 79 83 84



Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	14.00	5 Year	2016

Performance Target Justification

The performance targets for bicyclists fatalities are calculated by a rolling five year average. Outcome Measure

Targets 2018 2019 2020 Bicyclists and Other Cyclists Fatalities 14 14 14

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	92.2	5 Year	2016

Performance Target Justification

The performance target for observed seat belt use for passenger vehicles are calculated by a rolling five year average. Outcome Measure Targets 2018 2019 2020 B-1 Observed Seatbelt Usage Rate (%) 91.82 91.8 92.2. We did this calculation because it is a NHTSA mandate to do a rolling average for performance targets. We chose a 5 year rolling average due to it producing a number closer to the annual figures. A three year rolling average would be numbers based on all targets and not have any verified numbers as part of the equation for the 2020 target.

Performance Measure: Fatalities Per 100 Million Vehicle Miles Traveled- Rural

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Fatalities Per 100 Million Vehicle Miles Traveled- Rural-2020	Numeric	1.79	5 Year	2016

Performance Target Justification

The latest posted VMT for Indiana is 2017. Indiana's 2018 2019 2020 targets is 1.77 1.76 1.79

Performance Measure: Fatalities Per 100 Million Vehicle Miles Traveled- Urban

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Fatalities Per 100 Million Vehicle Miles Traveled- Urban-2020	Numeric	.60	5 Year	2016

Performance Target Justification

The latest posted VMT for Indiana is 2017. Indiana's targets for 2018 2019 2020 are 0.58 0.59 0.60

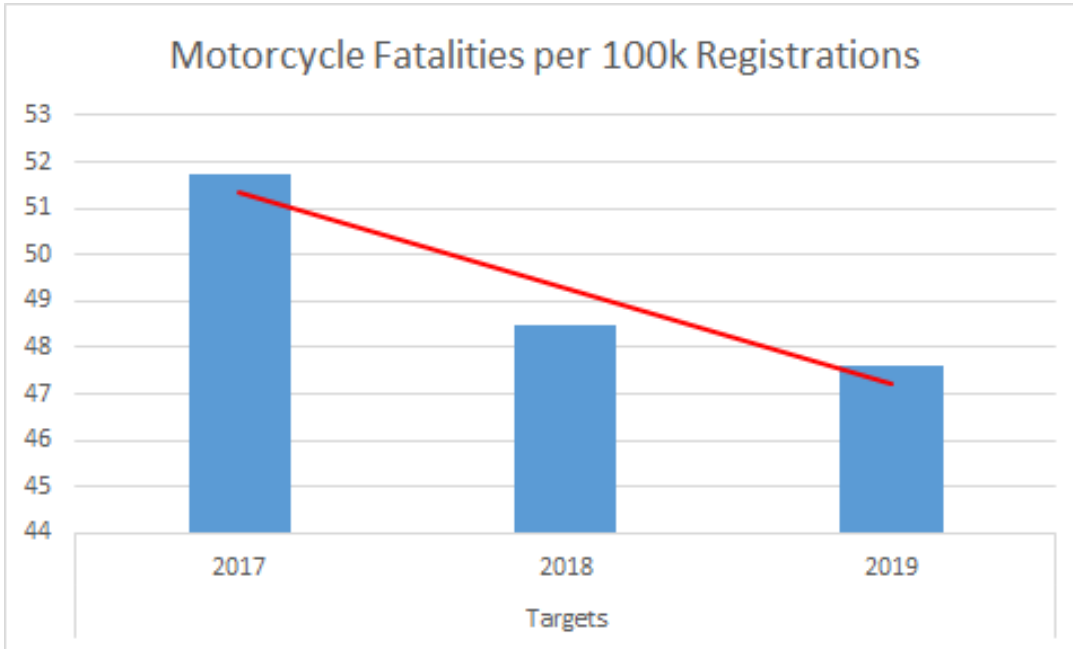
Performance Measure: Motorcycle Fatalities Per 100k Registrations

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Motorcycle Fatalities Per 100k Registrations-2020	Numeric	51.42	5 Year	2016

Performance Target Justification

The performance target is based off of a rolling five-year average.



Performance Measure: Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled-2020	Numeric	.25	5 Year	2016

Performance Target Justification

The latest posted VMT for Indiana is 2017. Indiana's target for 2018 2019 2020 are 0.24 0.24 0.25

Performance Measure: Children Aged 15 and Under Killed in Traffic Collisions

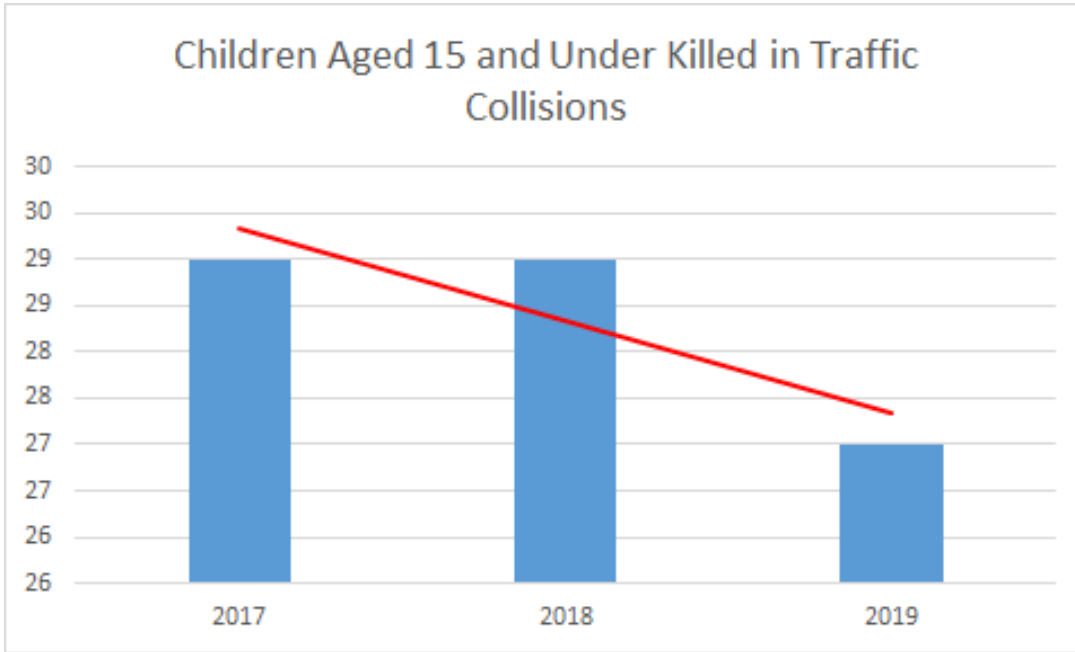
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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Children Aged 15 and Under Killed in Traffic Collisions-2020	Numeric	32	5 Year	2016
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Performance Target Justification

Indiana calculated this target by doing a five year rolling average. Outcome Measure Targets 2017 2018 2019 19 Children Aged 15 and Under Killed in Traffic Collisions 29 29 27



Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 46311

Fiscal Year A-1: 2017

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 5966

Fiscal Year A-2: 2017

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 50244

Fiscal Year A-3: 2017

Program areas

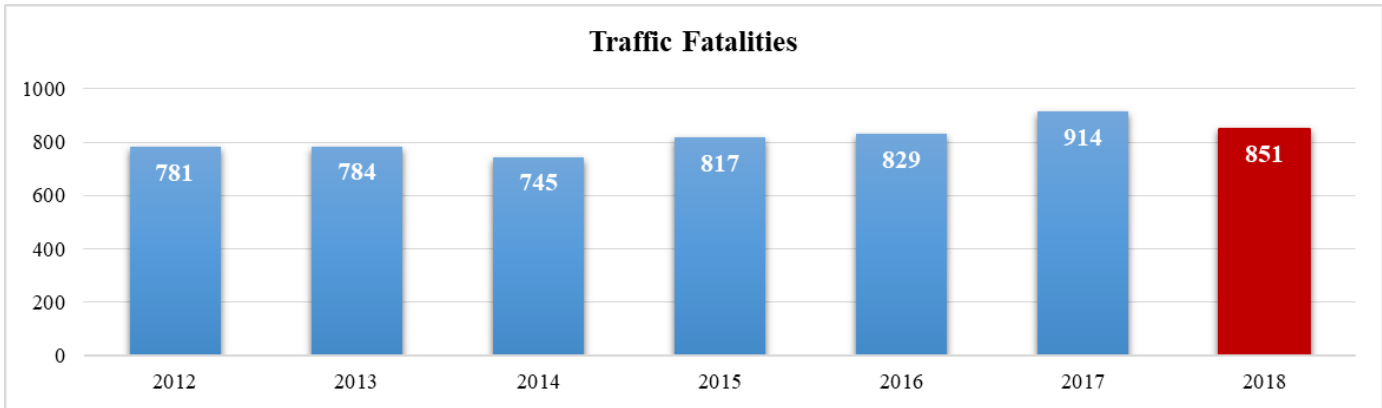
Program Area: Communications (Media)

Description of Highway Safety Problems

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using data sources and partners, each program area details the identified

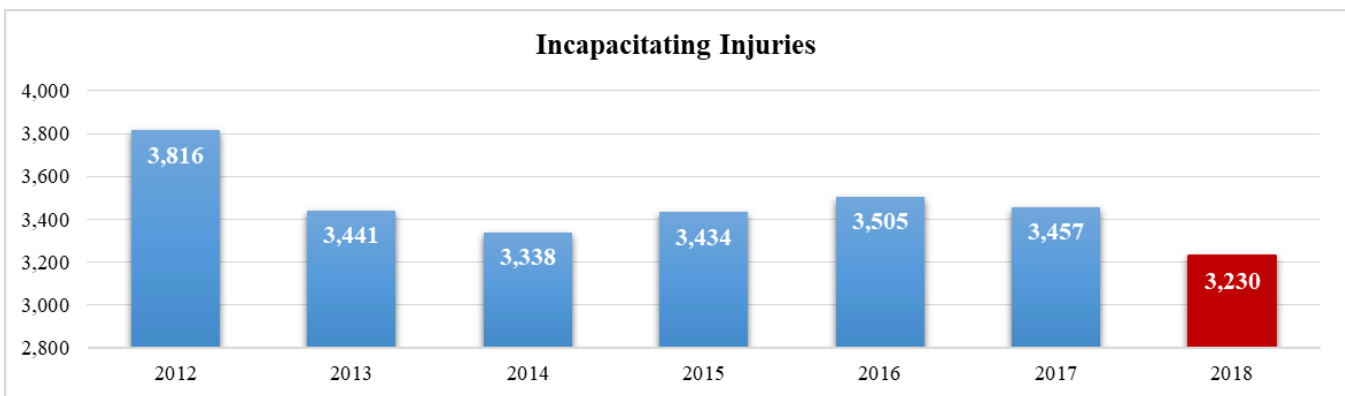
problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash. Indiana did not meet the 2017 targets for traffic fatalities and VMT, but did meet the target for incapacitating injuries.

Traffic Fatalities 2012-2018



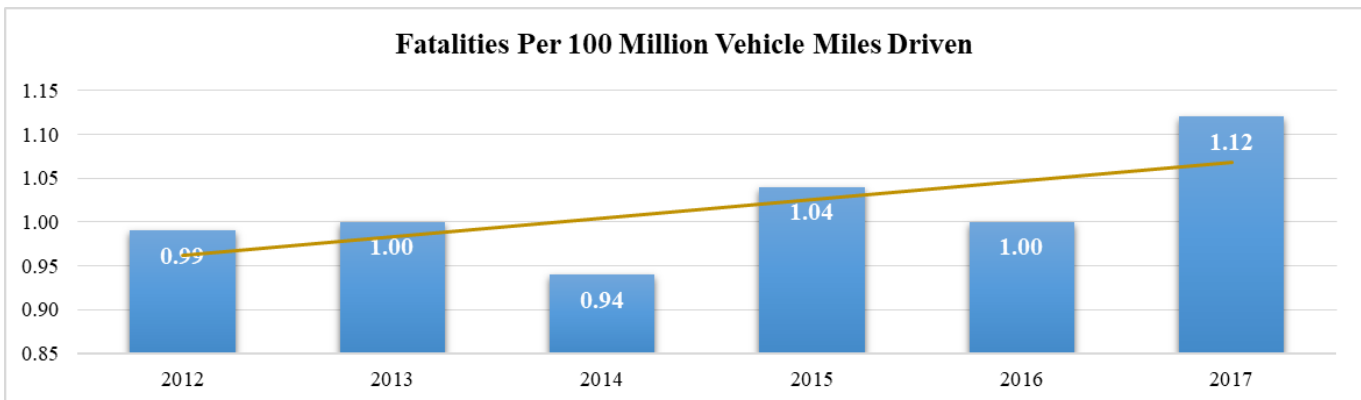
Sources: FARS and 2018 from ARIES

Incapacitating Injuries 2012-2018



Sources: FARS and 2018 from ARIES

Fatalities per 100 Million Vehicle Miles Driven 2012-2018



Source: FARS

ICJI will continue its effective efforts in targeting audiences to communicate messaging for occupant protection; motorcycle safety and awareness; child passenger safety; young drivers; impaired driving;

dangerous driving; and bicyclist and pedestrian safety.

In addition to supplementing national messages, ICJI will place special emphasis on earned media. ICJI works with local law enforcement and non-profit agencies to localize messages. Experience has shown local media are much more receptive to speaking with representatives in their local community, than simply publishing a media release from the state agency.

ICJI will continue to use digital media messaging to reach audiences ages 35 and younger. Studies have shown this demographic does not consume traditional media and relies instead on their mobile devices to receive information. ICJI will also continue using some traditional media, primarily radio but, since driving habits are developed at a young age, it's important to place a heavier emphasis on digital and social media channels.

ICJI will strengthen its partnerships with key organizations to meet message objectives. This includes the Automotive Safety Partnership, Miracle Ride for Riley Hospital, ABATE and other groups that can assist in getting messages to targeted audiences. Additionally, when appropriate, ICJI will hold media events with our partners, to further expand messaging

Objectives

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	223
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.1
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	119
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	198
2020	Children Aged 15 and Under Killed in Traffic Collisions	2020	5 Year	32

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: Communications (Media)

Reduce the number of traffic collisions, injuries, and fatalities that result from impaired driving and motorcycle riding, speeding, improper restraint use, and distracted and aggressive driving – by utilizing highly targeted digital media, social media, radio, and earned media;

Raise awareness of national traffic safety campaigns through statewide paid media (primarily digital, social and radio), in conjunction with localized earned media. These efforts will publicize statewide HVE efforts;

Build and sustain partnerships with key individuals and organizations to maintain awareness, between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods;

Plan and execute a series of communication activities which effectively convey the dangers and consequences of impaired, dangerous, and distracted driving behaviors, in addition to increasing seat belt usage. Paid and earned media exposure will successfully heighten awareness and increase positive behavioral change;

Maintain an integrated calendar of paid and earned media events.

Project Safety Impacts

ICJI will use a variety of integrated communications tactics to publicize police enforcement of Indiana traffic laws, including seat belts, child restraints, school bus stops, speeding, aggressive driving, distracted driving and graduated driver's licenses. The latest available crash data, along with enforcement mobilization times and jurisdictions involved, will inform paid advertising purchases and sponsorships of events and sports teams.

Advertising and event marketing will make up the majority of ICJI's impaired-driving communications budget with a smaller amount of funding anticipated to support and partner with other state agencies and local law-enforcement subgrantees on earned news media coverage and organic social-media posts. ICJI anticipates working through the State of Indiana advertising agency to secure the best possible ad inventory and through Alliance Highway Safety on sports and event marketing. For both, ICJI will give priority focus to national and statewide enforcement mobilizations detailed in the next section while minimizing overlap and conflict with the separate traffic-safety campaigns in this Marketing and Communications Program Area that are not related to impaired driving. ICJI will complement national advertising and publicity by customizing NHTSA materials for Indiana news media outlets and advertising formats. The mix of advertising mediums will be selected based on ad creative available, budget and target demographics. Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, geographic areas they serve and target demographics.

Linkage Between Program Area

Impaired driving has been rising in the State of Indiana. Alcohol impaired collisions, fatalities and injuries have decreased, but drug impaired and dual impaired collisions have been increasing. Media campaigns that discourage impaired driving and that impaired driving enforcement is a deterrent to drivers who may drive impaired. Click-it or ticket advertising encourages those in cars to wear their seat belt to avoid a citation. Over 25 percent of motorcycle collisions primary factor was failure to yield right of way. The other motorists are often at fault due to not yielding the right of way to the motorcyclist. Other countermeasures that support this

one are:

Publicized Sobriety Checkpoints

High-Visibility Saturation Patrols

Integrated Enforcement

Mass Media Campaigns

Underage Drinking Enforcement Countermeasures

Alcohol-Impaired Motorcyclists: Detection, Enforcement and Sanctions

Short-term High-Visibility Child Restraint/Booster Law Enforcement

Communications and Outreach Supporting Speeding and Aggressive Driving Enforcement

Enforcement of GDL and Zero-Tolerance Laws

ICJI is requesting \$1,733,500 in total funds for communication planned activities. The planned activities will need \$450,000 in 402 general funds, \$413,000 in 405(d)flex funds, \$410,000 in 405D impaired driving funds, \$50,000 405F motorcycle funds and \$410,000 in 164 alcohol penalty funds.

Rationale

As alcohol-impaired crashes, injuries and deaths decline, ICJI plans to give equal weight to marketing and communications planned activities for drugged driving, for which Indiana crashes, injuries and deaths remain consistent or increasing. Planned statewide impaired-driving enforcement mobilizations include Safe Family Travel in November and December, St. Patrick's Day in March and the national Drive Sober or Get Pulled Over in August and September. Paid advertising and event marketing will begin about one week before, and continue through, these statewide and national mobilizations. Where there are gaps in enforcement-oriented ad flights, ICJI will sustain the traffic-safety message to include matters not enforceable or easily enforced under Indiana law (child restraints over age 8 and distracted drivers over age 21) and at a reduced level through "social norming" awareness. National campaigns for which NHTSA makes creative available include the Super Bowl in early February, the July 4th travel holiday, Halloween in late October and the Holidays in late December. Sports and event marketing for impaired-driving enforcement, general traffic enforcement, and "social norming" awareness is anticipated at Indiana venues for basketball, hockey and baseball, motorcycle rides, concerts, state and county fairs that draw attendees from wider geographic areas. The motorcycle campaign is for all drivers on the roads to be aware that they are sharing the road with motorcycles.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FDL*PM-05-05-05	Publicizing Traffic Enforcement and Social Norming Awareness
FDLPEM-2020-07-03-12	Publicizing Enforcement of Alcohol-Impaired and Drug-Impaired Driving Laws
PM-2020-01-00-00	Click It or Ticket/Local Heroes
PM-2020-05-01-07	Motorist Awareness of Motorcycles

Planned Activity: Publicizing Traffic Enforcement and Social Norming Awareness

Planned activity number: FDL*PM-05-05-05

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

In addition to the traffic enforcement mobilizations described above, national awareness campaigns supported with this planned activity include Distracted Driving Awareness Month, Motorcycle Safety Awareness Month and Child Passenger Safety Week.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Paid Advertising	\$413,500.00	\$103,375.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$250,000.00	\$62,500.00	\$62,500.00

Planned Activity: Publicizing Enforcement of Alcohol-Impaired and Drug-Impaired Driving Laws

Planned activity number: FDLPEM-2020-07-03-12

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

This planned activity has two different focuses. One focuses solely on alcohol-impaired driving and the other focuses mostly on drug impaired driving. ICJI will complement drugged driving activities with concurrent support of the national “Drive/Ride Sober or Get Pulled Over” and “Buzzed Driving is Drunk Driving” alcohol-impaired driving brands using the tactics described previously. Paid advertising will air ahead of times when the latest available crash data show impaired-driving crashes are highest, between 6 p.m. and 6 a.m. on weekends. Advertising and event marketing will target demographics, primarily men ages 21-34 and secondarily women ages 21-44, and geographic areas with the highest impaired-driving crash rates. This activity will advance President Trump’s and Indiana Governor Holcomb’s efforts to fight the nation’s drug epidemic by publicizing drugged driving enforcement. ICJI will support the national “If You Feel Different, You Drive Different” and “Drive High, Get a DUI” brands through the tactics detailed above. ICJI Communications will partner with Indiana’s Drug Evaluation and Classification program to publicize the training of and enforcement by Drug Recognition Experts, thereby increasing public education and deterring drugged driving.

Intended Subrecipients

State Marketing Advertising Agencies

Sports and Event Marketing Vendors

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$410,000.00		\$102,500.00
2020	405d - Impaired Driving	405(d) FAST Act Impaired Driving Low Alcohol HVE	\$410,000.00	\$102,500.00	

Planned Activity: Click It or Ticket/Local Heroes

Planned activity number: PM-2020-01-00-00

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

Intended Subrecipients

State Marketing Advertising Agencies

Sports and Event Marketing Vendors

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	402 FAST Act Paid Advertising	\$200,000.00	\$50,000.00	\$50,000.00

Planned Activity: Motorist Awareness of Motorcycles

Planned activity number: PM-2020-05-01-07

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

The latest crash data available will inform an integrated communications campaign to educate car and truck drivers of safe-driving practices around motorcycles. Paid advertising purchases and sponsorship of events and sports teams will make up the majority of ICJI's communications budget for motorist awareness of motorcycles. Motorcycles return to the roads each spring as temperatures rise and chances diminish for ice or snow.

According to recent Crash Fact publications, injury and fatal crashes involving motorcycles increase dramatically between March and April.

Paid advertising will begin after the March Madness/St. Patrick’s enforcement mobilization ends in late March and reach its peak when earned-media efforts kick off Motorcycle Safety Awareness Month in early May, before Click It or Ticket. Currently NHTSA makes “Get Up to Speed on Motorcycles” and “Share the Road” materials available for web display ads, posters and short pre-roll videos for video streaming on YouTube, Facebook and other services.

ICJI will work to complement and minimize conflict with other communications campaigns in this plan, including Distracted Driving Awareness Month in April and “Ride Sober or Get Pulled Over” as part of impaired-driving communications. Where there are schedule gaps between awareness months and high-visibility enforcement during the warm-weather riding season, ICJI will work to sustain the motorcycle awareness message through the remainder of the fiscal year.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve. Some of the most passionate ambassadors on this topic are the riders themselves. Through sponsorship of motorcycle rallies, ICJI and its vendors will work to arm riders with educational materials and talking points for use in educating their networks of family, friends and co-workers who only drive cars and trucks.

Budget: \$50,000

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$50,000.00	\$15,000.00	

Program Area: Impaired Driving (Alcohol)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	2020	5 Year	.25
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	198

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement
Highway Safety Office Program Management
Ignition Interlocks
Impaired Driving Task Force
Preliminary Breath Test (PBT) Devices

Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

This countermeasure strategy provides funding to police departments to continue impaired enforcement after the summer blitzes. The High Visibility enforcement takes place during the summer months when collisions are highest. Counties that have the highest percentage of impaired collisions to all their collisions get priority when applying for the grant funds. Departments that receive funding will be encouraged to focus their enforcement at streets, days, and times that data suggests that most impaired collisions occur. This enforcement occurs after the national blitzes and continues impaired enforcement throughout the summer. To make this countermeasure the most effective we use data driven maps to assist officers find where would be their most effective enforcement areas.

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-14-00-05	Summer Impaired Driving Enforcement Project

Planned Activity: Summer Impaired Driving Enforcement Project

Planned activity number: M6X-2020-14-00-05

Primary Countermeasure Strategy ID:

Planned Activity Description

The Summer Impaired Driving Enforcement Project promotes a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties. This project is designed to decrease impaired collisions and fatalities in identified counties.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	405d Impaired Driving Low (FAST)	\$400,000.00	\$100,000.00	\$250,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-01-00-00	Program Management Impaired Driver

Planned Activity: Program Management Impaired Driver

Planned activity number: M6X-2020-01-00-00

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

This project funds program management to coordinate, monitor, and administer impaired driving countermeasure grants. Program manager responsibilities include monitoring sub-grantees for compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of impaired driving laws. Program managers uses the OPO database as well as PPI and LEL recommendations to develop impaired driving countermeasures, such as sobriety checkpoints, to lower the occurrence of drunk driving crashes. The program manager also works closely with the LELs to direct targeted outreach for training opportunities for officers in the field. This project provides funds for the program manager's salary, benefits, and travel costs to impaired

driving-related conferences and training seminars.

Budget: \$75,000

Intended Subrecipients

ICJI Regional Program Managers

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$75,000.00	\$18,750.00	

Countermeasure Strategy: Ignition Interlocks

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FDLII-2020-01-01-01	Ignition Interlock Management

Planned Activity: Ignition Interlock Management

Planned activity number: FDLII-2020-01-01-01

Primary Countermeasure Strategy ID: Ignition Interlocks

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Ignition Interlocks

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	164 Transfer Funds-AL	164 Alcohol	\$80,000.00		\$80,000.00
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Countermeasure Strategy: Impaired Driving Task Force

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-06-00-01	Excise Police
M6X-2020-15-00-09	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)

Planned Activity: Excise Police

Planned activity number: M6X-2020-06-00-01

Primary Countermeasure Strategy ID: Impaired Driving Task Force

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Impaired Driving Task Force

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$280,000.00		\$280,000.00

Planned Activity: Impaired Driving Enforcement (Impaired Driving Task Force Indiana)

Planned activity number: M6X-2020-15-00-09

Primary Countermeasure Strategy ID: Impaired Driving Task Force

Planned Activity Description

This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by subgrantees or the State for distribution to subgrantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. Located in counties with high levels of impaired driver crashes, subgrantees will conduct high visibility enforcement during three statewide blitzes. Saturation patrols and sobriety checkpoints will also be performed. The State for accounting

purposes established separate project numbers and identifies Planned Activity Project Number 164AL-2020-00-01-01 as the planned equipment of PBT Devices for use within this proje

Budget: \$1,800,000

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Impaired Driving Task Force

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$1,800,000.00		\$1,800,000.00

Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Law Enforcement Officers participate in multiple projects designed to reduce the number of alcohol involved crashes. Proper screening of alcohol at the field level confirms or eliminates the presence of alcohol as a contributing factor of impairment. Quickly utilizing an access ready portable breath test instrument allows for the officer to move forward with an investigation for alcohol, utilize a drug based best practice such as a DRE: Drug Recognition Expert, or complete the investigation timely without further action. PBT's have a limited life span of the fuel cell and require regular calibration and replacement when the fuel cell is exhausted.

Linkage Between Program Area

In 2017 there were 220 fatal collisions and it is estimated that 203 fatal collisions in 2018 that

Rationale

This countermeasure strategy was not recommended by an assessment from NHTSA, but was recommended from police agencies that are unable to purchase PBTs without funding from ICJI. This is not part of the National Mobilizations. In adequate PBTs is emerging as an issue for some local police agencies and for them to effectively get impaired drivers off the streets they need new PBTs. Indiana needs officers to have PBTs, so they can get impaired drivers off Indiana roadways and prevent a collision from occurring.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
164AL-2020-00-01-01	Portable Breath Test Equipment

Planned Activity: Portable Breath Test Equipment

Planned activity number: 164AL-2020-00-01-01

Primary Countermeasure Strategy ID: Preliminary Breath Test (PBT) Devices

Planned Activity Description

This equipment will be used in support of the following three HSP projects to minimally purchase 800 PBT Devices that are used across these three representative programs. The State establishes for accounting purposes a separate Planned Project Number of 164AL-2020-00-01-01. The equipment stated within this project is incorporated as a function of the Planned Activity M6X-2020-15-00-09, Impaired Driving Taskforce.

Intended Subrecipients

Local Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Preliminary Breath Test (PBT) Devices

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$250,000.00		\$250,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	2020	5 Year	.25
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	198

Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
High Visibility Enforcement
Judicial Education

Laboratory Drug Testing Equipment
Prosecutor Training

Countermeasure Strategy: DWI Courts

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FDLCS-2020-00-00-01	DWI Court Training

Planned Activity: DWI Court Training

Planned activity number: FDLCS-2020-00-00-01

Primary Countermeasure Strategy ID: DWI Courts

Planned Activity Description

Intended Subrecipients

Municipal and county courts that have an interest in establishing a DWI specialty court in their jurisdiction.

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$65,000.00	\$16,250.00	

Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

High visibility enforcement for impaired driving is a necessity for the state of Indiana. One method for this is through making sure officers are trained on taking and submitting blood samples for the department of toxicology. This will compliment the other countermeasures in this program area, because this countermeasure is focused on the officers collecting the blood samples and doing high visibility enforcement for impaired drivers.

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-00-00-01	Law Enforcement Phlebotomy Program

Planned Activity: Law Enforcement Phlebotomy Program

Planned activity number: M6X-2020-00-00-01

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

The Law Enforcement Phlebotomy Program will be conducted in collaboration with the State Health Department, State Department of Toxicology, and an Indiana State College/University to provide training, collection kits, and submission kits for Indiana Officers to collect blood samples from vehicle operators involved in not only fatal but all crashes where impairment is suspected. Program costs will support contract training for officers, training supplies, as well as Collection Supply Kits and Submission Kits for all Indiana Officers.

Budget: \$170,000

Intended Subrecipients

Local law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	405d - Impaired Driving	Laboratory Testing Equipment	\$170,000.00	\$42,500.00	

Countermeasure Strategy: Judicial Education

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-12-00-08	Judicial Outreach Liaison

Planned Activity: Judicial Outreach Liaison

Planned activity number: M6X-2020-12-00-08

Primary Countermeasure Strategy ID: Judicial Education

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Judicial Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	\$70,000.00	\$17,500.00	

Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

This countermeasure helps pay for the Indiana State Department of Toxicology to contract out the analysis of the blood samples. The backlog has grown to 11 months before the department of toxicology received more funding, and blood samples need to be tested quickly and efficiently so it can be evidence used in a trial.

Linkage Between Program Area

The blood samples need to be tested to verify what contributing substances may have been present at the time of arrest. ICJI is requesting \$600,000 from 405D Impaired Driving funds. There is an need for an increase in funds due to the increase in the number of submissions. Drug impaired driving is becoming more prevalent in Indiana and testing the samples quickly supports the efforts of judges, prosecutors and officers to deter impaired driving.

Rationale

This is not directly related to the national mobilizations, but likely samples collected from them are needing to be tested. The department of toxicology has been receiving so many samples that they are 11 months behind in analysis. This countermeasure is necessary for the department of toxicology to fix some of their equipment and to have better and quicker analysis of blood samples.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-07-00-00	Department of Toxicology Backlog Reduction

Planned Activity: Department of Toxicology Backlog Reduction

Planned activity number: M6X-2020-07-00-00

Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Laboratory Drug Testing Equipment

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$600,000.00	\$150,000.00	

Countermeasure Strategy: Prosecutor Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

This countermeasure strategy is not part of the national mobilizations. Prosecutor training is needed due to many of Indiana's prosecutors not having training or needing an update on effective methods of investigating and prosecuting traffic violation cases.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-06-00-00	Traffic Safety Resource Prosecutor

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: M6X-2020-06-00-00

Primary Countermeasure Strategy ID: Prosecutor Training

Planned Activity Description

Intended Subrecipients

Indiana Prosecuting Attorneys Council.

Countermeasure strategies

Countermeasure Strategy

Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Codes and Laws	\$430,000.00	\$107,500.00	

Program Area: Impaired Driving (Drug)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	198

Countermeasure Strategies in Program Area

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: Impaired Driving (Drug)

Project Safety Impacts

Linkage Between Program Area

The problem ID section identified that there were 88 drivers, who had a positive or pending drug result, that died in collisions in 2018. DRE's can identify drug impaired drivers before they get into a collision and hurt another person. ICJI is requesting \$615,000 in 405D impaired driving funds. This is \$130,000 more than the previous year. ICJI is beginning to find that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure will support law enforcement to receive training so they can identify those who are impaired and driving.

Rationale

This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected so Indiana law enforcement agencies will be more equipped to tackle of the issue of drug impaired driving, which is becoming more and more prevalent every year.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-04-00-00	SFST/DRE Program Coordination
M6X-2020-04-00-05	DRE Tablet Data Entry and Management System

Planned Activity: SFST/DRE Program Coordination

Planned activity number: M6X-2020-04-00-00

Primary Countermeasure Strategy ID: Drug Recognition Expert (DRE) Training

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$455,000.00	\$113,750.00	

Planned Activity: DRE Tablet Data Entry and Management System

Planned activity number: M6X-2020-04-00-05

Primary Countermeasure Strategy ID: Drug Recognition Expert (DRE) Training

Planned Activity Description

Intended Subrecipients

Law Enforcement Officers who are certified or becoming Certified DREs

Countermeasure strategies

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$160,000.00	\$40,000.00	
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Program Area: Motorcycle Safety

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	85
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	119
2020	Motorcycle Fatalities Per 100k Registrations	2020	5 Year	51.42

Countermeasure Strategies in Program Area

Countermeasure Strategy
Alcohol Impairment: Detection, Enforcement and Sanctions
Highway Safety Office Program Management Motorcycle
Motorcyclist Licensing

Countermeasure Strategy: Alcohol Impairment: Detection, Enforcement and Sanctions

Program Area: Motorcycle Safety

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-15-00-01	High Visibility Enforcement (HVE) Motorcycle Enforcement

Planned Activity: High Visibility Enforcement (HVE) Motorcycle Enforcement

Planned activity number: M6X-2020-15-00-01

Primary Countermeasure Strategy ID: Alcohol Impairment: Detection, Enforcement and Sanctions

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Alcohol Impairment: Detection, Enforcement and Sanctions

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low HVE	\$65,000.00	\$16,250.00	

Countermeasure Strategy: Highway Safety Office Program Management

Motorcycle

Program Area: Motorcycle Safety

Project Safety Impacts

The motorcycle program management will be part of the regional grant managers' duties. Each manager will oversee the motorcycle safety grants for their region(s). The grant managers will help each region try to lower their motorcycle collisions through grant funding.

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-08-01-01	Program Management Motorcycle

Planned Activity: Program Management Motorcycle

Planned activity number: M9MA-08-01-01

Primary Countermeasure Strategy ID: Highway Safety Office Program Management Motorcycle

Planned Activity Description

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

Budget: \$15,000

Intended Subrecipients

ICJI Regional Program Managers

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management Motorcycle

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Motorcycle Safety	\$15,000.00	\$3,750.00	

Countermeasure Strategy: Motorcyclist Licensing

Program Area: Motorcycle Safety

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2020-00-01-01	Unendorsed Motorcycle Rider Initiative

Planned Activity: Unendorsed Motorcycle Rider Initiative

Planned activity number: MC-2020-00-01-01

Primary Countermeasure Strategy ID: Motorcyclist Licensing

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Motorcyclist Licensing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Motorcycle Safety	\$20,000.00	\$5,000.00	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	14.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	92.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement Strategies
Safe Routes to School

Countermeasure Strategy: Enforcement Strategies

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

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

Linkage Between Program Area

As seen over 50 percent of collisions involving pedestrians or pedalcyclist is due to either a failure to yield by the motorist or pedestrian action. Pedestrian action is defined by a pedestrian not following traffic laws such as; crossing outside of a crosswalk or crossing when they do not have the walk sign. This suggests that a combination of enforcement and education should be part of a department's activity, educated pedestrians and drivers then enforcement (such as citations) when measure call for it. We are requesting \$300,000 in 405D low flex funds for this planned activity. This will make the grant competitive among departments so more thought is put into the enforcement activity departments are proposing. Indiana has between 13-15 percent of fatalities are pedestrians or pedalcyclists, and need funding to lower this percentage.

Rationale

This is not part of the national mobilizations. By providing both education and enforcement behaviors of those involved in the collisions will likely change due to knowing what could come from the risky behavior, and enforcement allows officers to have an action that could leave a lasting impact if necessary.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-02-00-10	Pedestrian and Pedalcyclist Fatalities

Planned Activity: Pedestrian and Pedalcyclist Fatalities

Planned activity number: PS-2020-02-00-10

Primary Countermeasure Strategy ID: Enforcement Strategies

Planned Activity Description

In FY 2020 ICJI will continue forward with the enforcement and education programs to address the non-motorist population. Issues regarding pedestrians and cyclists are diverse and impact communities differently. The top twenty to thirty counties for pedestrian and bicyclist collisions will receive priority for this funding. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Enforcement should occur between 6 AM and 6 PM. Using “Countermeasures That Work”, these programs could include bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY 2017, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. The number of agencies requesting funding doubled in FY 2017 and we expect another increase for FY 2018. These projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. ICJI feels continued funding would help reduce these numbers further. In FY 2018, ICJI will consider proposals from communities throughout the state to assist in addressing the outcome of their action plan. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$300,000

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Enforcement Strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Pedestrian/Bi cycle Safety	\$300,000.00	\$75,000.00	

Countermeasure Strategy: Safe Routes to School

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

The safe routes to school countermeasure improves the safety for children walking or bicycling to school, this would include boarding or exiting school busses. For this countermeasure ICJI is going to focus on reducing stop arm violations. The safe routes to school countermeasure protects children as pedestrians, an area that is not targeted with the other countermeasures in this program area. Many of the countermeasures in this are

target protecting children in a vehicle, by using restraints. Safe routes targets child as pedestrians making it to and from school. This countermeasure addresses the collisions and violations that involve children either getting on or off of a school bus. Indiana has seen an increase in 2017 and 2018 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2018 these violations resulted in fatalities of children in the process of boarding school buses.

Linkage Between Program Area

Rationale

Indiana has seen an increase in 2017 and 2018 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2018 these violations resulted in fatalities of children in the process of boarding school buses. Due to the media attention and large number of Stop Arm Violations occurring every school day Indiana needs this countermeasure to address this issue and prevent child pedestrian fatalities occurring due to a driver disregarding a school bus stop. This is not part of the national mobilizations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2020-00-01-00	S.A.V.E: Stop Arm Violation Enforcement Project

Planned Activity: S.A.V.E: Stop Arm Violation Enforcement Project

Planned activity number: PS-2020-00-01-00

Primary Countermeasure Strategy ID: Safe Routes to School

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Safe Routes to School

Funding sources

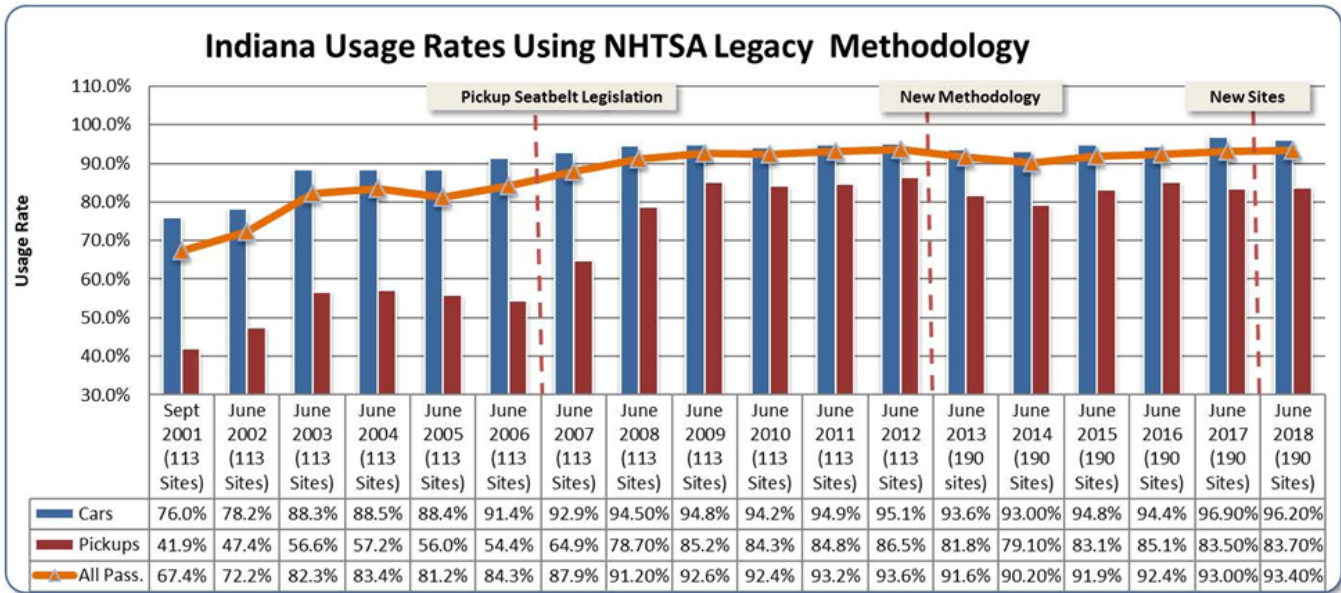
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Pedestrian/Bicycle Safety	\$450,000.00	\$112,500.00	

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Source: Purdue Center for Road Safety

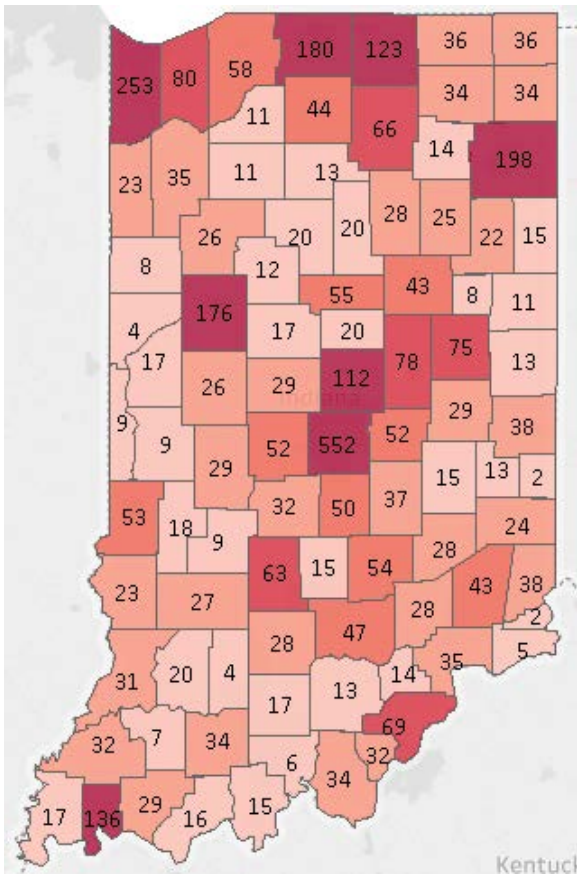
Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. For every 1.87 unrestrained individual receiving an incapacitating injuries in a collision only



1 restrained individual receives an incapacitating injury. In 2018, approximately 56.8 percent of drivers killed were not properly restrained, which resulted in drivers being 13 times more likely to be killed when they were unrestrained. Approximately 48 percent of individuals killed in the front passenger seat and 55 percent of individuals killed in the rear seating positions were not properly restrained. Speeding is also listed as a factor in an average of 46 percent of unrestrained fatalities.

While ICJI seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. ARIES data shows of those killed in 2018 collisions, restraint use was lowest in the 16-25 age group (22%), followed closely by the 26-35 age group (20.4%). Unrestrained collision rates were nearly the same between rural and urban areas when compared to the total number of collisions. It also appears there are lower seat belt rates in center west counties than in other parts of the state. This can be found in the PPI Occupant Protection fact sheet. Over 50 percent of unrestrained collisions occur between noon to 9 PM. The most common three hour time period for unrestrained collisions is between 3:00 PM to 5:59 PM. Unrestrained Collisions per County (red) and Unrestrained Collisions per 10,000 in each county (blue) in 2018
Data: ARIES

OPO Counties Funded in 2018 (Orange are funded counties)

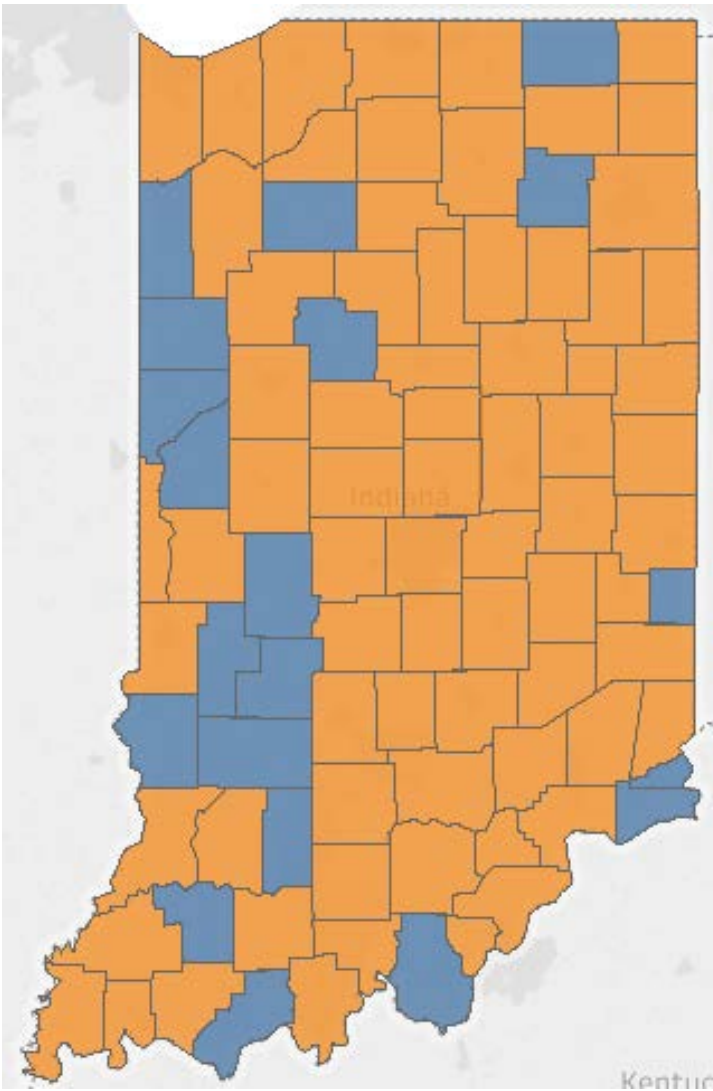


The two maps above show the total number of unrestrained collisions per county and unrestrained collisions per 10,000 population for 2018. The first map shows that counties with a higher population has the most collisions. Though, there are more unrestrained collisions in these counties, when they are compared to their population all of them are below 10 unrestrained collisions per 10,000 population. The southeastern region of Indiana demonstrated statistical significance with ownership of unrestrained collisions compared to their population than the rest of the regions in the state.

Compared with 2009 (206), 2017 (210) saw a 2 percent increase in the number of unrestrained passenger vehicle occupant fatalities. In 2017 Indiana did not meet the target for unrestrained fatalities, but did meet the state's target for observed seatbelt usage rate. We expect FARS to report an increase for 2018 to 239 unrestrained fatalities. Of those 2018 unrestrained fatalities 21 were from out of state. The five-year mean for unrestrained passenger vehicle occupant fatalities from 2013-2017 is 215. Seat belt citations have been decreasing since 2011. In 2017, there were 46,311 citations written, which is a 53 percent decrease from 2011. In 2011, an average of 2.54 seat belt citations were written per hour and in 2017 that has decreased to .67 seat belt citations written per hour. There needs to be more of an emphasis on unrestrained enforcement, whether that is from having more law enforcement agencies participate or more officers being able to work more focused enforcement hours.

Secondary Collision

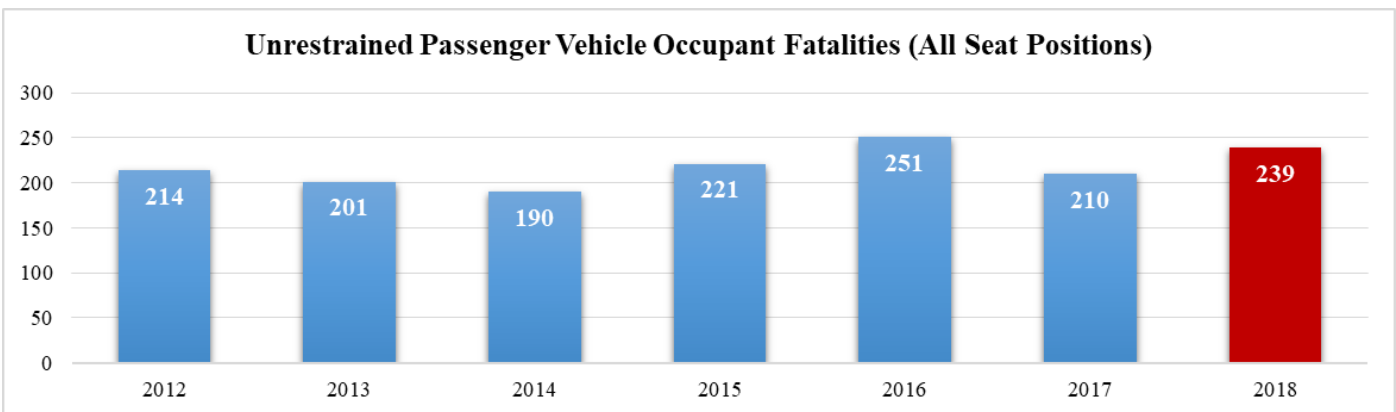
In 2018 there were 3,297 collisions labeled as secondary collisions, which resulted in 32 fatalities. Often times those involved in a secondary collision are rubbernecking or too distracted to prevent their own collision. Distracted driving was listed as the primary cause in 191 secondary collisions, which is 6 percent of all secondary collisions. Distracted driving was listed as a contributing circumstance in 308 secondary collisions,



and resulted in 2 fatalities. Over 15 percent of secondary collisions cited distraction as a factor in the collision. Less than 5 percent of collisions in Indiana cite distraction as a factor, meaning it is a more prevalent factor in secondary collisions.

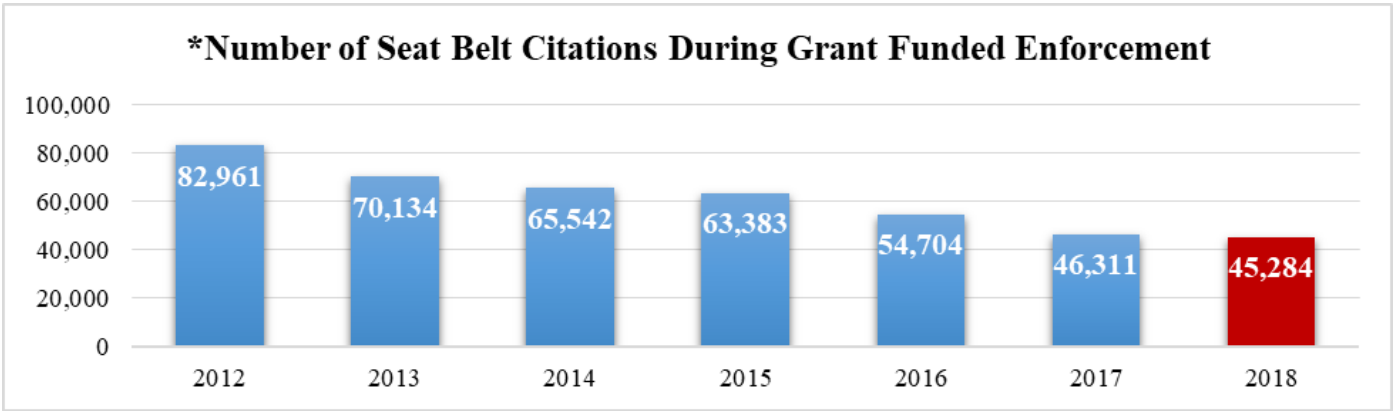
Unrestrained Passenger Vehicle Occupant Fatalities 2012-2018

Sources: FARS and 2018 data is from ARIES



Seat Belt Citations During Grant Funded Enforcement Activity

Sources: FARS and 2018 data is from ARIES



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	223
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	92.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driver
Highway Safety Office Program Management OP
Short-term, High Visibility Seat Belt Law Enforcement
Supporting Enforcement
Sustained Enforcement

Countermeasure Strategy: Distracted Driver

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost effective technology for crash scene mapping. During the past two years, Purdue University has been working closely with the Tippecanoe County Sheriff’s Office (TCSO) to establish a protocol for the UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation¹. 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 night time crash scenes.

Linkage Between Program Area

As stated in the problem ID section distracted driving is cited as a factor in 15 percent of secondary collisions in 2018. This countermeasure will address that issue for all age groups in an attempt to reduce the number of secondary collisions that occur because a driver was too distracted either by the initial collision or traffic queuing from the extended roadway clearance times from significant incidents such as fatalities, hazardous materials, or commercial motor vehicle.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-03-00-00	Secondary Crash Reduction Clearance

Planned Activity: Secondary Crash Reduction Clearance

Planned activity number: OP-2020-03-00-00

Primary Countermeasure Strategy ID: Distracted Driver

Planned Activity Description

Intended Subrecipients

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Countermeasure strategies

Countermeasure Strategy
Distracted Driver

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety		\$250,000.00	\$62,500.00	\$250,000.00

Countermeasure Strategy: Highway Safety Office Program Management OP

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-01-00-00	Occupant Protection Program Management

Planned Activity: Occupant Protection Program Management

Planned activity number: OP-2020-01-00-00

Primary Countermeasure Strategy ID: Highway Safety Office Program Management OP

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$75,000.00	\$18,750.00	\$75,000.00

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

Rationale

These funds are necessary to help reduce our unrestrained fatalities and increase citations. More funds will be provided to the police departments that demonstrate their need and goals. The program managers will encourage departments located in areas where unrestrained collisions are high to apply. Police departments that receive grant funding to participate in Operation Pull Over (OPO) must participate in the two national blitzes and two statewide blitzes. One activity of these blitzes are doing high visibility enforcement for a specific time period.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M6X-2020-10-00-08	Indiana State Police OPO
OP-2020-02-00-00	OPO: Click It, to Live It

Planned Activity: Indiana State Police OPO

Planned activity number: M6X-2020-10-00-08

Primary Countermeasure Strategy ID: Short-term, High Visibility Seat Belt Law Enforcement

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$600,000.00	\$150,000.00	\$600,000.00

Planned Activity: OPO: Click It, to Live It

Planned activity number: OP-2020-02-00-00

Primary Countermeasure Strategy ID: Short-term, High Visibility Seat Belt Law Enforcement

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Occupant Protection (FAST)			
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$2,400,000.00	\$600,000.00	\$2,400,000.00

Countermeasure Strategy: Supporting Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

LELs provide agencies information about high collision areas, so agencies are able to patrol these areas more and potentially write more citations. The LELs will be able to work closely with those agencies that receive OPO funds and will help Indiana meet its unrestrained fatality target for FY 2020. The funds allocated are \$495,000 from 402 general funds. These funds go towards their salaries and travel to the agencies in their

region. The travel funds are monitored to assure necessary onsite support to agencies in need to assist them.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-01-00-00	Community Traffic Safety Partners (Law Enforcement Liaisons)

Planned Activity: Community Traffic Safety Partners (Law Enforcement Liaisons)

Planned activity number: CP-2020-01-00-00

Primary Countermeasure Strategy ID: Supporting Enforcement

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$495,000.00	\$123,750.00	\$495,000.00

Countermeasure Strategy: Sustained Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1X-2020-03-00-00	Operation Belt Up

Planned Activity: Operation Belt Up

Planned activity number: M1X-2020-03-00-00

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	405b High Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$80,000.00

Program Area: Occupant Protection (Child Passenger Safety)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Children Aged 15 and Under Killed in Traffic Collisions	2020	5 Year	32

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Highway Safety Office Program Management Child Safety

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

Rationale

There is still a great need to fund this planned activity due to the fact that there is still plenty of unrestrained child involved in collisions in Indiana. This countermeasure is focused on informing and helping parents who are in charge of their children's behavior. This countermeasure is not part of the National Mobilizations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M1X-2020-01-00-00	Children less than 15 years of age as unrestrained passenger vehicle occupant
M1X-2020-01-01-00	Child Passenger Safety Education Liaisons
M1X-2020-03-00-01	Child Restraint Distribution Program

Planned Activity: Children less than 15 years of age as unrestrained passenger vehicle occupant

Planned activity number: M1X-2020-01-00-00

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act 405b OP High	405b High Child Restraint (FAST)			
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$500,000.00	\$12,500.00	
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$35,000.00	\$8,750.00	\$35,000.00

Planned Activity: Child Passenger Safety Education Liaisons

Planned activity number: M1X-2020-01-01-00

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

Planned Activity Description

Utilizing grant funds to reduce the number of children (under 15 years of age) who could be seriously injured or killed in a motor vehicle crash. Funding allows for contracting of six part-time Child Passenger Safety Liaisons. The liaisons are charged with the responsibility to increase the number of Fitting Stations within their assigned region and to assist Child Passenger Safety Technicians in completing the necessary seat checks, community events, and sourcing continuing education credits to achieve recertification. Liaisons are additionally responsible to conduct annual site visits with each fitting station to assure accurate reporting of inspections, stock rotation, and availability of technicians for inspections.

The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. Contracts will allow for personnel costs and travel costs for travel to fitting station sites only.

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.

Budget: \$150,000

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$150,000.00	\$37,500.00	

Planned Activity: Child Restraint Distribution Program

Planned activity number: M1X-2020-03-00-01

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$185,000.00	\$46,250.00	

Countermeasure Strategy: Highway Safety Office Program Management Child Safety

Program Area: Occupant Protection (Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-00-00-01	Child Safety and Young Driver Program Management

Planned Activity: Child Safety and Young Driver Program Management

Planned activity number: PT-2020-00-00-01

Primary Countermeasure Strategy ID: Highway Safety Office Program Management Child Safety

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management Child Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$75,000.00	\$18,750.00	\$75,000.00

Program Area: Planning & Administration

Description of Highway Safety Problems

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using the data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash. Close attention is given to those contributing factors related to fatalities and incapacitating injuries. ICJI looks at many crash variables such as location, time of crash and driver contributing circumstances. Data analysis continues year round with the CJI Research Division.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-2020-01-00-00	Planning and Administration	
PT-2020-05-00-00	Statewide Training	

Planned Activity: Planning and Administration

Planned activity number: PA-2020-01-00-00

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

State of Indiana: ICJI, Office of Highway Safety staff who work in support of the HSP.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$505,000.00	\$505,000.00	\$460,000.00

Planned Activity: Statewide Training

Planned activity number: PT-2020-05-00-00

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$35,000.00	\$8,750.00	\$35,000.00

Program Area: Speed Management

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	217

Countermeasure Strategies in Program Area

Countermeasure Strategy
Sustained Enforcement Speed

Countermeasure Strategy: Sustained Enforcement Speed

Program Area: Speed Management

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FDL* SE-2020-02-05-18	Speed Detection Enforcement Equipment

Planned Activity: Speed Detection Enforcement Equipment

Planned activity number: FDL* SE-2020-02-05-18

Primary Countermeasure Strategy ID: Sustained Enforcement Speed

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement Speed

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Speed Management	\$500,000.00	\$125,000.00	

Program Area: Traffic Records

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3467.4
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	907.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management Records

Improves accessibility of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

Countermeasure Strategy: Highway Safety Office Program Management Records

Program Area: Traffic Records

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-01-00-00	Program Management- Traffic Records

Planned Activity: Program Management- Traffic Records

Planned activity number: M3DA-2020-01-00-00

Primary Countermeasure Strategy ID: Highway Safety Office Program Management Records

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management Records

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$60,000.00	\$15,000.00	

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-05-00-00	Indiana State Department of Health - Trauma Database

M3DA-2020-06-00-00	Bureau of Motor Vehicles Data Compilation and Sharing
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Planned Activity: Indiana State Department of Health - Trauma Database

Planned activity number: M3DA-2020-05-00-00

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

Planned Activity Description

This data includes intake and discharge data from hospitals regarding injuries resulting from traffic crashes. There are 121 hospitals with Emergency Management Systems in Indiana. The ISDH is currently working with approximately 100 of them. The goal for FY-20 is to add five additional hospitals in reporting into the system. This task will pay for trauma registry software, training, data importation, customization costs, software assurance, salary and IOT annual housing and maintenance of state SQL server, pilot rural hospital expansion of registry project (including training/travel, user group meetings, hardware/software upgrade costs, and the purchase of annual maintenance of software from vendors). Salary costs within this project are proportionately funded and specified in each project agreement. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$170,252

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$170,252.00	\$42,563.00	

Planned Activity: Bureau of Motor Vehicles Data Compilation and Sharing

Planned activity number: M3DA-2020-06-00-00

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

Planned Activity Description

Intended Subrecipients

Indiana Bureau of Motor Vehicles.

Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	402 FAST Act Traffic Records	\$2,000.00	\$500.00	\$0.00

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-02-00-00	Purdue University - Center for Road Safety
M3DA-2020-04-00-00	Indiana Department of Homeland Security - EMS Data
TR-2020-01-00-00	Indiana University- Public Policy Institute

Planned Activity: Purdue University - Center for Road Safety

Planned activity number: M3DA-2020-02-00-00

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	Data Improvement Highway Safety Program Management	\$245,000.00	\$61,250.00	\$130,000.00

Planned Activity: Indiana Department of Homeland Security - EMS Data

Planned activity number: M3DA-2020-04-00-00

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$105,000.00	\$26,250.00	

Planned Activity: Indiana University- Public Policy Institute

Planned activity number: TR-2020-01-00-00

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

Intended Subrecipients

Indiana University Public Policy Institute

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Identification + Surveillance	\$150,000.00	\$37,500.00	
2020	FAST Act NHTSA 402	Traffic Records (FAST)	\$200,000.00	\$50,000.00	\$200,000.00

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-03-00-00	Indiana Supreme Court - eCWS

Planned Activity: Indiana Supreme Court - eCWS

Planned activity number: M3DA-2020-03-00-00

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$400,000.00	\$100,000.00	

Program Area: Young Drivers

Description of Highway Safety Problems

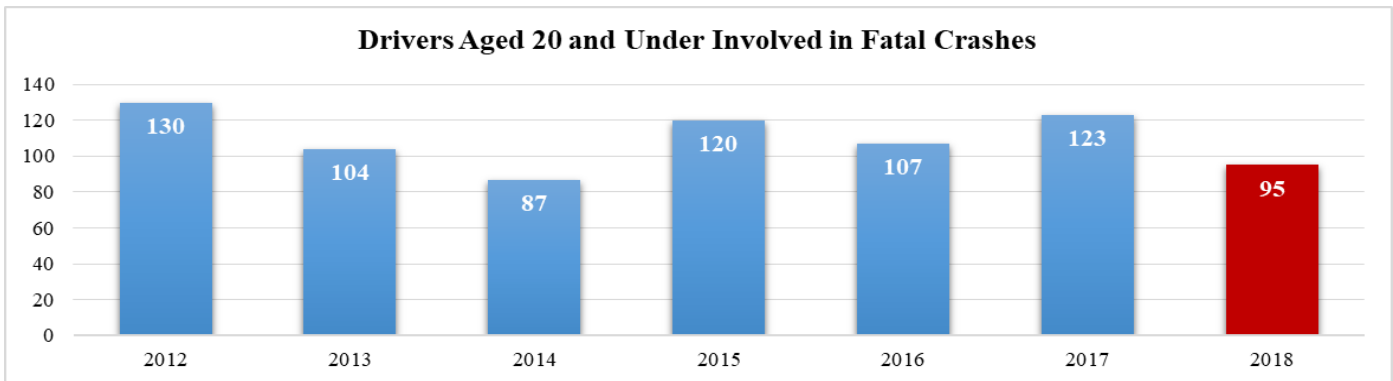
In 2017, young drivers (ages 15 to 20 years old) had the highest involvement in fatal collisions and highest rate of drivers killed per 100,000 licensed drivers of any age group (3.4, compared to 3.2 for drivers' ages 21 to 24 years and 2.8 for drivers' ages 25 to 44 years). ICJI currently does not have 2018 data for licensing at specific ages. For any six-hour time period, the highest number of young drivers in injury collisions occurred between 1:00 PM and 5:59 PM (41 percent). Twelve of Indiana's 92 counties accounted for 52 percent of all young drivers in injury collisions, including some of Indiana's most populated urban counties (Marion, Allen, Lake, Elkhart, Hendricks, Hamilton, Madison, and Vanderburgh) and counties that serve as the locations of large universities (St. Joseph, Tippecanoe, Delaware, and Monroe). The top two primary contributing factors in these collisions were "following too closely" (23.5 percent) and "failure to yield right of way" (21 percent), both of the young driver was typically at fault. These two primary factors accounted for more than 44.5 percent of all young drivers involved in injury collisions.

In 2017, 123 young drivers were killed in collisions, a 15 percent increase from 2016. It is projected that ninety-five young drivers were killed in collisions in 2018, a 23 percent decrease from 2017. In 2018, 18.5 percent of young drivers (22 young drivers) involved in fatal collisions tested positive for alcohol and/or drugs test

(includes positive and pending drug results). Ten of the young drivers who were involved in positive result collision died. The SADD, SUDS, ICE and CIS programs have all been in place for at least five years. In the past seven years the number of fatal and incapacitating collisions for young drivers. Has declined. This age group also has the highest percentage of any age group for engaging in distracted driving during a collision. For every 1,000 collisions 5 young drivers were at fault due to distraction. Every age group of drivers demonstrate participation in distracted driving. For every 1,000 collisions 3.9 drivers' ages 21-24 and ages 25-44 were at fault due to distraction. Those who are 45 and older were the least likely to be at fault for a collision due to distraction (3.8 to every 1,000 collisions). Distraction is considered a contributing factor, but crash statistics will not show it as the cause of the crash.

Drivers Aged 20 and Under Involved in Fatal Crashes 2012-2018

Sources: FARS and 2018 data from ARIES



Collision Map Involving Young Drivers per County in 2018

Source: ARIES

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	113

Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driving
School Programs

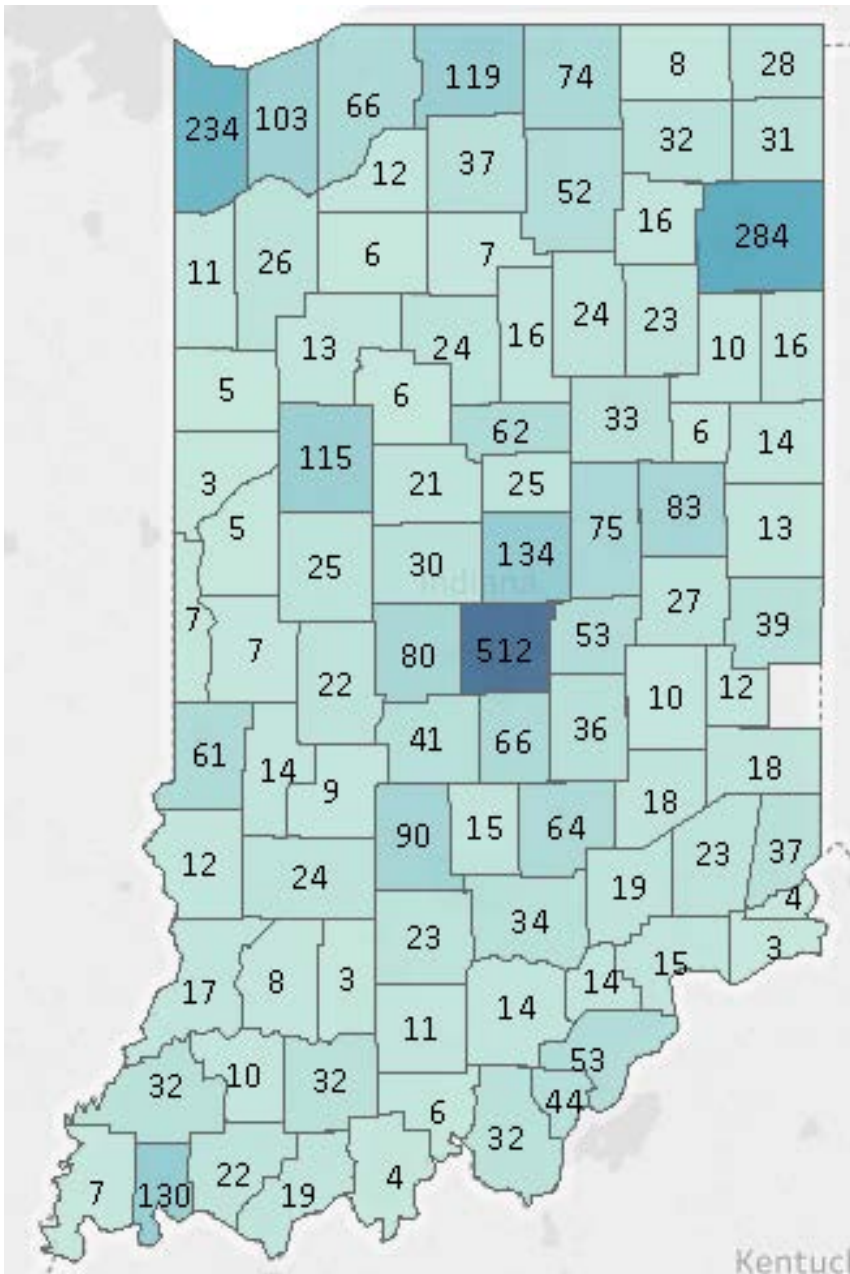
Countermeasure Strategy: Distracted Driving

Program Area: Young Drivers

Project Safety Impacts

Linkage Between Program Area

In 2017, the total number of distracted driving collisions were 3.5 percent of all collision and in 2018 distracted driving accounted for 3.3 percent of all collisions. Although, these percentages are minimal, since 2018 statutes



like the Indiana Testing statute have been difficult for police officers to enforce.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FESX-2020-01-00-00	Distracted Driving

Planned Activity: Distracted Driving

Planned activity number: FESX-2020-01-00-00

Primary Countermeasure Strategy ID: Distracted Driving

Planned Activity Description

Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and creative ideas to educate their communities on the dangers of

distracted driving and HVE as outlined in “Countermeasures That Work.” The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify creative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations.

Budget: \$100,000

Intended Subrecipients

Local law enforcement agencies.

Countermeasure strategies

Countermeasure Strategy
Distracted Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$100,000.00	\$25,000.00	

Countermeasure Strategy: School Programs

Program Area: Young Drivers

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-04-00-00	Rule the Road
TSP-2020-07-00-01	SADD- Teen Traffic Safety

Planned Activity: Rule the Road

Planned activity number: OP-2020-04-00-00

Primary Countermeasure Strategy ID: School Programs

Planned Activity Description

ICJI partners with State Farm Insurance to conduct a unique program entitled Rule the Road. Rule the Road is a collaboration between ICJI, Indiana SADD, law enforcement agencies, schools, and communities to improve teen driver safety. Rule the Road events are held throughout the state providing teens with hands-on driving training through certified emergency vehicle operator instructors. These events also educate young drivers and their parents about the GDL law, basic car maintenance, seat belt safety, and dangers of distracted and impaired driving. This funding allows for approximately twelve events to be held throughout the state. Funding provides

for officer overtime costs, traffic cones, and skid car tire kits for training vehicles. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$75,000

Intended Subrecipients

SADD chapters

Local Law Enforcement Agencies

Indiana High Schools

Countermeasure strategies

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	Teen Safety School Programs	\$75,000.00	\$15,000.00	\$75,000.00

Planned Activity: SADD- Teen Traffic Safety

Planned activity number: TSP-2020-07-00-01

Primary Countermeasure Strategy ID: School Program

Planned Activity Description

A primary method for Indiana to address the number of teens killed and injured in teen driving crashes is through the statewide Students Against Destructive Decisions (SADD) program. Indiana SADD receives grant funds from ICJI to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle schools, high schools, and college campuses. SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities. Funds are also used to pay for travel and equipment costs for training and activities at more than 150 schools throughout the state. Equipment costs may include, but are not limited to, hands on teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge. Funding in the amount of 10 percent of the award is designated to supporting youth attendees ages 19 and younger to attend the Annual National SADD convention. All equipment will be identified in the project budget. No equipment over \$5,000 will be approved without prior approval from the NHTSA regional administrator. Alliance will bring a red carpet and backdrop to different high school proms throughout the state. Alliance will have \$45,000 to use for the prom activities. Through these programs and hands on activities, Indiana SADD reaches teenagers all over the state. Assigned program

manager will provide oversight and monitoring of this project. Another part of the SADD planned activity is to give funding to Alliance Highway Safety for prom events. Alliance will come to a minimum of six proms at high schools around the state. While there they will have a background with the drive sober logo for kids to take pictures with. They will also have a red carpet that has the drive sober logo on it for kids to walk on as they are entering prom. Alliance will also be doing different educational assembly programs at schools called Choices Matter at the prom events. Alliance will only do these activities at schools that have a SADD chapter that helps sponsor/host their high prom. Alliance has \$45,000 for the educational advertising messaging items for all areas of impaired driving and unrestrained crashes. (\$15,000 from 402, \$15,000 from 164AL, and \$15,000 from 405D low). For their choices matter program, referenced above to provide programs at 150 schools in Indiana, they will receive \$240,000 (\$80,000 from 402, \$80,000 from 164AL, and \$80,000 from 405D low). Educational advertising messaging items are reusable items that are used during each educational outreach event, including but not limited to: banners, backdrops, carpet runners, table top covers, booth tent covers for outside events with SADD Groups. All of these items will be reused throughout the year long program and will then be returned to the Highway Safety Office for reuse at future events. The educational messaging noted is the logo printing to these items are the NHTSA "Drive Sober or Get Pulled Over", "If You Feel Different, You Drive Different" logos along with the Highway Safety Office "ICJI" logo.

Budget: \$150,000

Intended Subrecipients

SADD chapters throughout Indiana

Alliance Highway Safety for the Prom events, as Local Benefit

Countermeasure strategies

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$95,000.00		\$80,000.00
2020	FAST Act 405d Impaired Driving Low	Public Education & Paid Media	\$240,000.00	\$69,625.00	
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$150,000.00	\$51,625.00	\$135,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
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M6X-2020-15-00-09	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)
PT-2020-00-00-00	Indiana State Police Impaired Driving
M6X-2020-10-00-08	Indiana State Police OPO
M1X-2020-03-00-00	Operation Belt Up
OP-2020-02-00-00	OPO: Click It, to Live It
PS-2020-00-01-00	S.A.V.E: Stop Arm Violation Enforcement Project
M6X-2020-14-00-05	Summer Impaired Driving Enforcement Project

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

[null]

Deployment of Resources

[null]

Effectiveness Monitoring

[null]

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement
Supporting Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
OP-2020-02-00-00	OPO: Click It, to Live It

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)
Occupant Protection (Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Angola City Police Department
Bartholomew County Sheriff's Office
Batesville Police
Blackford County Sheriff's Office
Bloomington Police Department
Bluffton Police Department
Boone County Sheriff's Office
Bourbon Police Department
Bremen Police Department
Brownsburg Police Department
Cass County Sheriff's Department
Clinton City Police Department
Connersville Police Department
Crawfordsville Police Department
Culver Police Department
Daviess County Sheriff's Office
Decatur County Sheriff's Department
Decatur Police Department
Dubois County Sheriff's Department
Elkhart County Sheriff's Department
Floyd County Sheriff's Department
Fort Wayne Police Department
Frankfort Police Department
Franklin Police Department
Fulton County Sheriff's Department
Gary Police Department
Grant County Sheriff's Department
Hamilton County Council on Alcohol & Other Drugs
Hammond Police Department
Hancock County Sheriff's Department
Henry County Sheriff's Department
Hobart Police Department
Howard County Sheriff's Department
Huntington County Sheriff's Department
Indianapolis Metropolitan Police Department
Jasper Police Department
Jennings County Sheriff's Department
Knox County Sheriff's Department
Kokomo Police Department
Lafayette Police Department
Lake County Sheriff's Department
LaPorte County Sheriff's Office

LaPorte Police Department
Lawrence County Sheriff's Department
Lawrenceburg Police Department
Leavenworth Police Department
Madison County Sheriff's Department
Madison Police Department
Marshall County Police Department
Merrillville Police Department
Miami County Sheriff's Office
Michigan City Police Department
Mishawaka Police Department
Morgan County Sheriff's Department
Muncie Police Department
Nashville Police Department
New Albany Police Department
New Castle Police Department
Noble County Sheriff's Department
North Manchester Police Department
North Vernon Police Department
Paoli Police Department
Peru Police Department
Plymouth Police Department
Posey County Sheriff's Office
Princeton Police Department
Rensselaer Police Department
Richmond Police Department
Rockville Police Department
Rushville Police Department
Scott County Sheriff's Department
Sellersburg Police Department
Seymour Police Department
Shelby County Sheriff's Department
Tell City Police Department
Tipton County Sheriff's Office
Town of Chersterton Police Department
Town of Winona Lake
Vanderburgh County Sheriff's Department
Vermillion County Sheriff's Office
Vigo County Sheriff's Office
Wabash City County Sheriff's Department
Warren Police Department
Washington County Sheriff's Department
White County Sheriff's Department
Winchester Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
M1X-2020-01-01-00	Child Passenger Safety Education Liaisons
M1X-2020-03-00-01	Child Restraint Distribution Program

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 122

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 88

Populations served - rural: 37

Populations served - at risk: 3

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
M1X-2020-01-01-00	Child Passenger Safety Education Liaisons
M1X-2020-01-00-00	Children less than 15 years of age as unrestrained passenger vehicle occupant

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 25

Estimated total number of technicians: 264

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
5/16/2018
2/19/2019
5/15/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Elizabeth Farrington

Title of State's Traffic Records Coordinator: Indiana Traffic Records Coordinator

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

TRCC Members

Meeting Dates Completed for FY2019: October 25, 2018, February 20 and May 16, 2019

Bureau of Motor Vehicles (C), (F)

(User/Collector of Traffic Records)

Sarah Hotseller (CSD: Vehicle/Driver)

Program Director-Driver Ability

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Indiana Department of Transportation (E)

(User/Collector of Traffic Record)

Roger Manning (CSD: Roadway)

Strategic Safety Manager

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rmanning@indot.state.in.us

Indiana State Police, (A)

(Manager/Collector/User of Traffic Records)

Major Mike White (CSD: Citation)

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Fax (317) 233-3057

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First Sergeant Rob Simpson

Information Technology Section

Indiana State Police

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Department of Information Technology, (B)

(Collector of Traffic Records)

Craig Roth (CSD: Citation)

Project Manager

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Martinsville, IN 46151

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*CSD stands for Core Safety Database

Department of Homeland Security, (D)

(Manager/User/Collector of Traffic Records)

Angie Biggs (CSD: EMS)

Data risk Coordinator

Homeland Security

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Purdue Center for Road Safety, (A)

(Manager/User/Collector of Traffic Safety Records)

Andrew Tarko (CSD: Crash)

Director, Business and Technology Center

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Indiana University Public Policy Institute – PPI, (A)

(Manager/User/Collector of Traffic Safety Records)

Dona Sapp (CSD: Crash)

Senior Policy Analyst

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Riley Hospital for Children, (A)

(Collector/User Traffic Safety Records)

Joe O'Neil, M.D. (CSD: Crash)

Neurodevelopmental Disabilities Pediatrician

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Indiana State Supreme Court – JTAC, (B)

(Manager/User/Collector of Traffic Safety Records)

Mary DePrez (CSD: Citation/Adjudication)

Director and Counsel for Trial Court Technology

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Indiana Prosecutor's Association, (B)

(User of Traffic Records)

David Powell (CSD: Citation/Adjudication)

Executive Director

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Indiana Department of Toxicology, (A)
(Manager/Collector/User Public Health Data)
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(User of Traffic Records)
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Indiana Criminal Justice Institute(All)
(Manager/User/Collector of Traffic Records)
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Indiana State Department of Health,(B)
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Director of Trauma and Injury Prevention

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Additional Stakeholders
(Users of Traffic Records)

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Ed Cripe (CSD: Driver)

Tippecanoe County Deputy Coroner

Indiana State Coroners Association

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firefighter@geetel.net

These TRCC members coordinate the views of managers, collectors, and users. The TRCC also reviews and evaluates new technologies as well as reviews and approves the State's Traffic Records Strategic Plan.

[Traffic Records System Assessment](#)

Executive Summary

Out of 391 assessment questions, Indiana met the Advisory ideal for 105 questions (26.9%), partially met the Advisory ideal for 61 questions (15.6%), and did not meet the Advisory ideal for 225 questions (57.5%).

As Figure 1 illustrates, within each assessment module, Indiana met the criteria outlined in the Traffic Records Program Assessment Advisory 52.6% of the time for TRCC, 43.8% of the time for Strategic Planning, 50% of the time for Crash, 12.8% of the time for Vehicle, 2.2% of the time for Driver, 18.4% of the time for Roadway, 24.1% of the time for Citation and Adjudication, 28.5% of the time for Injury Surveillance, and 38.5% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

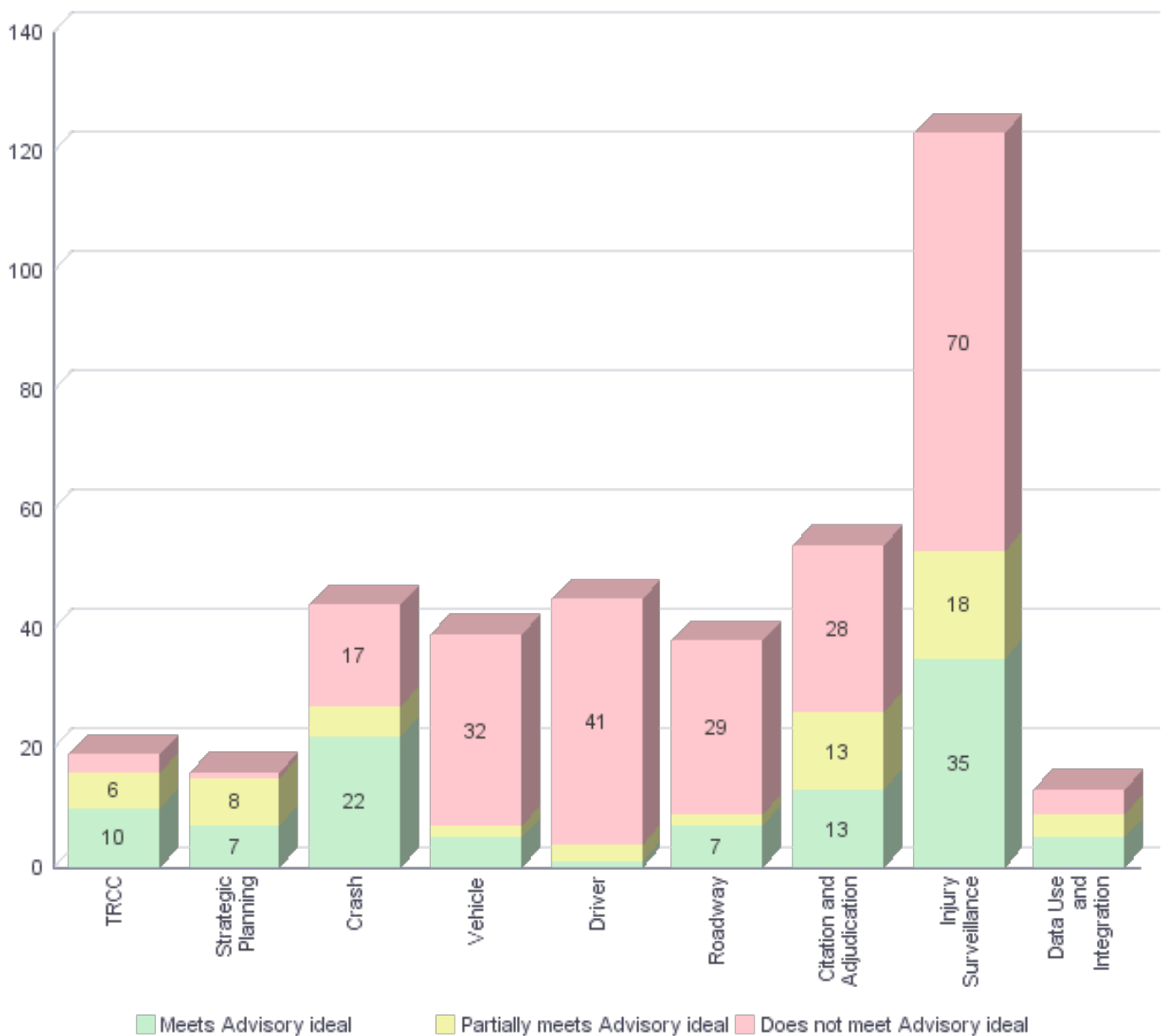


Figure 2: Assessment Section Ratings
Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question's score is derived



Crash



Vehicle



Driver



Roadway



Citation and Adjudication



Injury Surveillance

Description and Contents	92.9%	38.9%	33.3%	60.0%	80.7%	70.6%
Applicable Guidelines	100.0%	45.5%	33.3%	100.0%	57.9%	68.4%
Data Dictionaries	86.7%	33.3%	33.3%	43.3%	60.3%	63.3%
Procedures / Process Flow	100.0%	33.3%	37.3%	41.7%	61.7%	77.0%
Interfaces	46.7%	81.8%	47.6%	66.7%	61.9%	47.6%
Data Quality Control Programs	46.4%	39.0%	33.3%	33.3%	39.7%	45.5%
Overall	71.0%	42.9%	37.0%	46.3%	59.3%	58.1%

	Overall
Traffic Records Coordinating Committee Management	77.3%
Strategic Planning for the Traffic Records System	81.0%
Data Use and Integration	69.7%

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 total 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 performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

Indiana can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Indiana can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

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.

Traffic Records for Measurable Progress

Indiana intends to address all recommendations, except for recommendations number 10 and 11 (see below).

Priority Crash Recommendations
Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. Action: The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory. Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. Action: The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory.
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 APPRISS, 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. 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 APPRISS, 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.
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 APPRISS, the BMV and INDOT to improve the system for edit checks and validation of data accuracy. 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 APPRISS, the BMV and INDOT to improve the system for edit checks and validation of data accuracy.
Priority Vehicle Recommendations

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 APPRISS 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.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 APPRISS 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.

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.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.

Priority Driver Recommendations

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 APPRISS to improve the contents of the Driver data system through the BMV's driver data system (STARS).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 APPRISS to improve the contents of the Driver data system through the BMV's driver data system (STARS).

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.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.

Roadway Recommendations

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 APPRISS to improve data flow procedures pertaining to the roadway.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 APPRISS to improve data flow procedures pertaining to the roadway.

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.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.

Priority Citation/Adjudication Recommendations

<p>Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.</p>
<p>Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.</p> <p>Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.</p>
<p>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.</p> <p>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.</p>
<p>Priority EMS/Injury Surveillance Recommendations</p>
<p>Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: 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.</p> <p>Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: 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.</p>
<p>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 insure that that quality control data edits and validation systems are also implemented.</p> <p>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 insure that that quality control data edits and validation systems are also implemented.</p>

Traffic Records Supporting Non-Implemented Recommendations

Indiana does not intend to address recommendations number 10 and 11 (see below).

<p>Priority Citation/Adjudication Recommendations</p>
--

Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10. Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory. Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

Traffic Records for Model Performance Measures

Current improvements and anticipated improvements:

Performance area to be impacted:

Integration

Performance measure used to track improvements:

Narrative Description of the Measure: The goal of the Traffic Records program is to create an integrated traffic records system through a collaboration with all local, state and federal entities responsible for motor vehicle safety. The program was designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway and traffic safety programs. The Indiana Supreme Court, Division of State Court Administration has deployed the Electronic Citation and Warning System (e-CWS) throughout the state. The Supreme Court also implemented Odyssey which is the case management system used by the courts. In FY 2017, 451 law enforcement agencies have been trained in the e-CWS (or e-ticket) system. The e-CWS allows officers to issue electronic citations (Uniform Traffic Tickets – UTTs). As of December 2017 there have been 282 courts in 65 of the 92 counties trained and using Odyssey. Furthermore, the number of uniform citations found in Odyssey for analysis jumped from 9,398,513 on 03/31/2017 to 10,459,056 on 03/31/2018 (a 9% increase). Once the UTTs are integrated into the e-CWS, they are also integrated (linked) into Odyssey, and the Indiana Bureau of Motor Vehicle's system.

Relevant Project(s) in the State's Strategic Plan:

Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates: This measure is related to the traffic records improvement project which is associated with the traffic records coordinators goals and objectives of the Traffic Records Coordinating committee. This is strategic plan project # IN-D-00026, located on page 16 of the 2012 electronic strategic plan.

Improvement(s) Achieved or Anticipated:

Narrative of the Improvement(s): Our goal to increase the number of Uniform Traffic Tickets (UTTs) issued each year and integrated into the e-CWS. The goal for FY- 2017 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year. Our anticipated increase in UTTs for FY-18

is 10 percent more than the total UTTs for the FY-17 performance period.

Specification of how the Measure is calculated /estimated:

When a UTT is issued in the field, it is integrated into the e-CWS system through Odyssey at the State Supreme Court. The Supreme Court maintains a count of the UTTs issued into the case management system by county and integrated into the e-CWS. The total number of UTTs integrated into the e-CWS is reported monthly by the Supreme Court to the ICJI Program Manager. The total number of UTTs integrated into the e-CWS is presented in a bar graph by month for both the baseline period and the performance period.

Date and Baseline Value for the Measure :

The baseline period is from 04/01/2016 through 03/31/2017. Total UTTs issued into the e-CWS system from 04/01/2016 through 03/31/2017 increased from 8,396,773 to 9,398,513.

Date and Current Value for the Measure:

The Performance period is from 04/01/2017 through 03/31/2018. Total UTTs issued from 04/01/2016 through 03/31/17 increased from 9,398,513 to 10,459,056. This is a 9% increase. The bar graph shows continued improvement in the number of UTTs integrated into the e-CWS throughout the baseline period, and throughout the performance period over the baseline period month by month and collectively at the end of each measurement period.

Indiana State Supreme Court Odyssey Case Management System and Electronic Citation and Warning System (e-CWS) ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals. There are currently 10,458,239 traffic tickets stored in the e-ticket central repository, with 451 law enforcement agencies using the system. Odyssey is now in place in 282 courts in 65 counties. Anticipated improvements will be to train more law enforcement agencies in the e-CWS, and increase the number of courts using the Odyssey System especially in counties not currently using the system. Core Safety Database: Citation and Adjudication. Improvement Areas: Timeliness, Accuracy, Integration, Accessibility, Uniformity, and Completeness.

Purdue University's Center for Road Safety (CRS)

CRS provides seat belt survey analysis and, in April 2018, will receive a large data set to be used in identifying the worst 5 percent of Indiana intersections and road segments from 2014 through 2017. These data include injury level data and collision time. Additional analysis is being undertaken to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity. CRS also downloaded a full set of 2017 crash data for inclusion in the motorcycle model analysis.

Core Safety Database: Driver and Vehicle. Improvement Areas: Completeness and Integration. Indiana Department of Health

In Indiana, there are currently only 100 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY-18 is to train five more hospitals.

Core Safety Database: Injury Surveillance

Improvement Areas: Completeness, Uniformity, Accuracy, and Timeliness.

Indiana Department of Homeland SecurityThe NEMSIS III system for recording all EMS and Fire runs is fully implemented. The goal of the Indiana Department of Homeland Security project is to fully implement NEMSIS III and create linkage to the other state agencies who are users of that data. The goal for FY-18 is to reach a minimum of 100% implementation of the NEMSIS III system.

Core Safety Database: Emergency Medical Services Improvement Areas: Completeness, Accuracy, Uniformity, Timeliness, Accessibility and Integration.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
Strategic Plan Revision 2019 Final (002) (004)_Page_13.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_16.jpg
IN TRCC Minutes with strategic Plan approval.msg
Strategic Plan Revision 2019 Final (002) (004)_Page_07.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_04.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_15.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_09.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_02.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_14.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_03.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_11.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_01.jpg
Strategic Plan Revision 2019 Final.pdf
Strategic Plan Revision 2019 Final (002) (004)_Page_05.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_10.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_17.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_12.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_08.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_06.jpg

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2020-06-00-00	Bureau of Motor Vehicles Data Compilation and Sharing
M3DA-2020-04-00-00	Indiana Department of Homeland Security - EMS Data

M3DA-2020-05-00-00	Indiana State Department of Health - Trauma Database
M3DA-2020-03-00-00	Indiana Supreme Court - eCWS
TR-2020-01-00-00	Indiana University- Public Policy Institute
M3DA-2020-01-00-00	Program Management- Traffic Records
M3DA-2020-02-00-00	Purdue University - Center for Road Safety

Quantitative and Measurable Improvement

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.

Supporting Documents
Strategic Plan Revision 2019 Final (002) (004)_Page_13.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_16.jpg
IN TRCC Minutes with strategic Plan approval.msg
Strategic Plan Revision 2019 Final (002) (004)_Page_07.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_04.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_15.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_09.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_02.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_14.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_03.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_11.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_01.jpg
Strategic Plan Revision 2019 Final.pdf
Strategic Plan Revision 2019 Final (002) (004)_Page_05.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_10.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_17.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_12.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_08.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_06.jpg

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 5/9/2018

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(e) Distracted driving grant

Sample Questions

Distracted Driving questions are included on Indiana Learner's Permit and Driver's License tests.

Accidents are most often caused by:

Driver inattention and a driver's failure to observe the rules of the road

Paying attention and observing the rules of the road

Impaired driving

All answers are correct

Risk factors for teens are:

All answers are correct

Excessive speed

Failure to wear safety belt

Inattentiveness

When using a cell phone while operating a vehicle you should:

Assess traffic conditions and if possible place your call when the vehicle is stopped

Concentrate on your conversation

Put your phone in your lap and look down to dial

Use only one hand to steer the vehicle

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 1/6/2011

Date amended: 6/30/2018

Requirement Description	State citation(s) captured
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No

Minimum fine of at least \$25 for an offense.	No
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on texting while driving.	Yes

Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: I.C. 9-13-2-177.3

Amended Date: 1/6/2016

Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: I.C. 9-21-8-49

Amended Date: 1/6/2015

Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: I.C. 9-24-11-3.5

Amended Date: 1/6/2018

Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: I.C. 9-13--2-177.3

Amended Date: 1/6/2016

Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: I.C. 9-21--8-49

Amended Date: 1/6/2015

Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: I.C. 9-21-8-59

Amended Date: 1/6/2014

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: 9-21-8-59(a) (3)

Amended Date: 6/30/2014

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 1/6/2011

Date amended: 6/30/2016

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: 9-24-11-3.7

Amended Date: 6/30/2016

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: Yes

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Indiana Bureau of Motor Vehicles

State authority name/title: Commissioner Peter Lacey

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Allen	10,891
Elkhart	8,069
Hamilton	8,326
Lake	14,443
Marion	23,270
Monroe	3,503
Porter	7,850
St. Joseph	7,568
Tippecanoe	5,397
Vanderburgh	5,851

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 246,358

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Indiana Bureau of Motor Vehicles

State authority name/title: Peter Lacy, Commissioner

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	119	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	85	8
2020	Motorcycle Fatalities Per 100k Registrations	5 Year	2016	2020	51.42	15

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
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Allen	266
Elkhart	178
Hamilton	101
Lake	259
Marion	544
Monroe	123
Porter	124
St. Joseph	180
Tippecanoe	121
Vanderburgh	162

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 1,676

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Motorcyclist Licensing

Unique Identifier	Planned Activity Name
PM-2020-05-01-07	Motorist Awareness of Motorcycles

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	119	7
2020	Motorcycle Fatalities Per 100k Registrations	5 Year	2016	2020	51.42	15

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Unique Identifier	Planned Activity Name
M6X-2020-15-00-01	High Visibility Enforcement (HVE) Motorcycle Enforcement

PM-2020-05-01-07	Motorist Awareness of Motorcycles
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Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
Allen	8
Elkhart	0
Hamilton	5
Lake	8
Marion	9
Monroe	5
Porter	2
St. Joseph	3
Tippecanoe	3
Vanderburgh	3

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator:

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: Law State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: 9-27-7-7

Amended Date: 1/6/2016

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: 9-18.1-5-3

Amended Date: 1/6/2016

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Documents
Appendix Part A 1300 Indiana FY2020 - 405 Signed.pdf
2020 HSP Performance Report.docx
Appendix Part A 1300 Indiana FY2020 - Signed.pdf

