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# FY 2025 Indiana's Annual Grant Application

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# I. Annual Grant Application

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI-TSD) annual grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY 2024-2026 triennial highway safety plan (3HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

## II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR §1300.12(b)(1)(i), ICJI-TSD is adding the following program areas and countermeasures that were inadvertently not listed in the 3HSP.

- **23 CFR § 1300.24 Distracted Driving Grants (405e)**

Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications on Outreach and Distracted Driving
  - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
- **23 CFR § 1300.25 Motorcyclist Safety Grants (405f)**

Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, this project will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcycle crashes and fatalities.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their CTW guide. The countermeasures selected for this project

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
  - This countermeasure approach is unproven or needs further evaluation. However, based on the U.S. Department of Transportation (DOT) Traffic Safety Marketing Ride Sober TV concept from April 2021, media was tested and found to be an effective deterrent.
- **23 CFR § 1300.27 (405h) Preventing Roadside Deaths Grant**

Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

Countermeasures/Justification:

The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic

discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

# Project Information and Subrecipient Information

## 1. Project Name: Traffic Safety Support

**Project Description:** The ICJI-TSD continues to support the Traffic Safety Support project with staffing the Traffic Safety Director, Assistant Traffic Safety Director, portions of the ICJI fiscal, legal, and executive staff assigned to ICJI-TSD needs. The positions will be responsible for directing and training related to traffic safety programs, grant procedures, communication management, documentation management for invoice processing, and contract management. Staff members are responsible for multiple NHTSA program areas; therefore, salaries are charged to Planning and Administration. In addition, these funds are for the planning and daily operations of areas focused on program management. General office supplies, rent, utilities, IT support, and indirect costs are included in the budget. In addition, the program will also fund the ROAR (Realtime Officer Activity Reporting) system. ROAR is a web-based system for law enforcement officers to submit their daily activity logs when they are working on projects supporting traffic safety. The funds will pay for Indiana to host ROAR on the IOT servers, print the ROAR manual, and train officers and the ICJI-TSD staff.

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

**Location where the Project is Performed:** N/A

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 402

**Amount:** \$375,000.00

**Match:** \$375,000.00

**Project Agreement Number:** N/A

**GTS Code:** PA-2025-01-00-01

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Planning and Administration

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

## 2. Project Name: Traffic Safety Travel and Training

**Project Description:** The ICJI-TSD program managers will be reimbursed for travel expenses to attend federally required professional development programs or workshops, seat belt surveys, research studies, training, and highway safety-related meetings and/or conferences. Prior approval is required for all out-of-state travel and conference travel. The goal of this project is to enable adequate, required, and provide training opportunities, and ensure the ICJI-TSD staff and other traffic safety professionals attend relevant traffic safety meetings, conferences, and workshops.

This project also allows for reimbursement of travel costs for other safety professionals to promote or address traffic safety in Indiana, such as the FY 2025 Indiana Traffic Safety Conference.

The conference will also serve as the annual refresher and skills proficiency for Drug Recognition Expert (DRE) Officers along with the Standardized Field Sobriety Testing (SFST) and DRE Instructors. Participants are not charged a fee for attendance and topics include all focus areas of traffic safety to further reinforce the comprehensive theme and maximize positive traffic safety outcomes.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 402

**Amount:** \$225,000.00

**Match:** \$55,000.00

**Project Agreement Number:** N/A

**GTS Code:** PT-2025-01-00-02

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Traffic Enforcement Services

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

### **3. Project Name:** Occupant Protection Program Management

**Project Description:** Occupant protection promotes the use of seat belts and child restraint systems as the most effective ways to save lives and reduce injuries in crashes. The program management responsibilities include monitoring sub-grantee compliance and performance while promoting the education and enforcement of occupant protection laws. Funds are used for the salaries, benefits, and travel costs for conferences and training of program managers.

The ICJI-TSD will expand this program to collect data and identify strategies to improve education and promote best practices and compliance with child restraint systems. This project provides funding for program managers to coordinate and oversee the occupant protection initiatives occurring in their assigned region(s).

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 402

**Amount:** \$80,000.00

**Match:** \$25,000.00

**Project Agreement Number:** N/A

**GTS Code:** OP-2025-01-00-03

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Safety Belts

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**4. Project Name:** Teen Traffic Safety and Education

**Project Description:** The ICJI-TSD will continue to support the teen traffic safety and education program. The ICJI-TSD is contracting Mothers Against Drunk Driving (MADD) and Impact Teen Drivers to administer and oversee the teen traffic safety programs. The goal for both programs is to reach young drivers to impart an understanding of safe driving skills and behaviors as well as consequences of making risky, unsafe driving decisions.

Impact Teen Drivers is a leading national program that reveals the dangers of reckless and distracted driving using an "engage, educate, and empower" model. Impact Teen Drivers' mission is to develop and promote evidence-based education and strategies to save lives and reduce injuries and fatalities caused by reckless and distracted driving. The core of Impact Teen Drivers' message is good decision making for drivers and passengers of all ages. Funds will cover personnel, training materials, program costs, travel costs, and indirect costs.

Mothers Against Drunk Driving's (MADD) mission is to prevent underage drinking through education. As an organization focused on the elimination of drunk driving and having no more victims from this preventable crime, MADD recognizes the importance of preventing underage drinking and raising the next generation of adults who choose to be non-drinking drivers. MADD's Power of Parents® and Power of You(th)® programs work together to prevent and reduce underage drinking and its consequences.

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

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** Pre-teen and young drivers. Ages 7-15; Ages 16-20; underserved and over-represented communities. The affected communities resulted from feedback while conducting the public participation in the 3HSP.

**Federal Funding Source(s):** 402 405B flex, 402, 405E and 164.(This is a split funding project..referenced in other applications).

**Amount:** \$320,000.00 (405B flex) \$180,000.00 (402) \$120,000 (405E) \$250,000.00 (164)

**Match:** \$125,000.00

**Project Agreement Number:** Impact Teen: Contract: 80654 MADD: Contract: 79331

**GTS Code:** M1\*TSP-2025-01-00-41(405Bflex); TSP-2025-01-00-04 (402); B8A\*TSP-2025-00-01(405E); EDU\_AL-2025-01-00-21(164)

**Subrecipient(s):** Impact Teen Drivers and Mothers Against Drunk Driving

**Name and Type of Organization:** 501(c)(3) non-profit organization

**Eligible Use of Funds:** High Teen Safety Program/ alcohol non law enforcement training

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No



**5. Project Name:** Click It to Live It (CITLI)

**Project Description:** Indiana continues to support traffic enforcement services through the Click It to Live It (CITLI) project. The ICJI-TSD and all subrecipient law enforcement agencies urge drivers to buckle up during NHTSA’s national Click It or Ticket high visibility enforcement (HVE) efforts annually. Unrestrained passenger vehicle occupant fatalities represent a significant portion of Indiana’s total traffic fatalities. HVE events are vital to roadway safety by vigorously enforcing passenger restraint laws. This project also encourages targeted enforcement and education of distracted driving in areas of the state, identified through problem identification, as having high incidents of fatalities and serious injuries involving distracted driving.

These funds will support local law enforcement agencies to help to reduce unrestrained fatalities, enforce speed violations, and increase citations. This planned activity will support the purchase of speed detection units (Radars or Lidars) for law enforcement agencies to assist their project efforts. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities.

**Location where the Project is Performed:** The ICJI-TSD will provide the locations in a later amendment to the annual grant application.

**Affected Communities (if applicable):** The ICJI-TSD will provide this information in a later amendment to the annual grant application.

**Federal Funding Source(s):** 402

**Amount:** \$4,500,000.00

**Match:** \$1,000,000.00

**Project Agreement Number:** The ICJI-TSD will provide in a later amendment to the annual grant application

**GTS Code:** OP-2025-01-00-05.

**Subrecipient(s):** The ICJI-TSD will provide in a later amendment to the annual grant application.

**Name and Type of Organization:** Local/County governments

**Eligible Use of Funds:** Safety Belts

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**6. Project Name:** Driving Under the Influence Task Force (DUI TF)

**Project Description:** Indiana continues to support traffic enforcement services through the Driving Under the Influence Task Force (DUI TF) project. This project utilizes HVE events to deploy law enforcement resources in targeted areas, identified through the problem identification process, as having high incidents of impaired driving. DUI TF patrols are designed to deter impaired driving by increasing the perceived risk of arrest on Indiana roadways. HVE events are highly publicized prior to the event. This strategy is part of a comprehensive, evidence-based effort to reduce impaired driving related injuries and fatalities.

This project provides funding for statewide DUI TF patrols, DRE callouts, lidars and radars, education to the public about DUI-related behavioral changes, and administrative hours for enforcement planning and reporting purposes. All law enforcement agencies must participate in high visibility

enforcement during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed.

**Location where the Project is Performed:** The ICJI-TSD will provide the locations in a later amendment to the annual grant application.

**Affected Communities (if applicable):** The ICJI-TSD will provide in a later amendment to the annual grant application

**Federal Funding Source(s):** 164

**Amount:** \$1,300,000.00

**Match:** \$0.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** ENF\_AL-2025-01-00-22

**Subrecipient(s):** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Name and Type of Organization:** Local/County governments

**Eligible Use of Funds:** Alcohol Enforcement

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

## **7. Project Name:** Stop Arm Violation Enforcement (SAVE)

**Project Description:** Indiana continues to support traffic enforcement services through the Stop Arm Violation Enforcement (SAVE) project. SAVE utilizes HVE in areas that experience an increased risk of stop arm violations to prevent future violations. Participating agencies are encouraged to follow school bus routes to provide on-the-spot enforcement, focusing on stop-arm violations, speeding, and reckless driving around school buses and in school zones when children are present.

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

**Location where the Project is Performed:** The ICJI-TSD will provide the locations in a later amendment to the annual grant application.

**Affected Communities (if applicable):** Statewide communities serving school aged populations, primarily underserved. The affected communities resulted from feedback while conducting the public participation in the 3HSP.

**Federal Funding Source(s):** 402

**Amount:** \$1,300,000.00

**Match:** \$200,000.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** PS-2025-01-00-06

**Subrecipient(s):** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Name and Type of Organization:** Local/County governments

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**8. Project Name:** Indiana Law Enforcement Traffic Safety Recognition and Training Event

**Project Description:** The ICJI-TSD recognizes the highest-performing overall traffic safety professionals and programs in Indiana. The areas of concentration include efforts to enforce traffic safety laws and educate the public about distracted driving, impaired driving, motorcycle safety, occupant protection, child passenger safety, pedestrian and bicyclist safety, speeding, aggressive driving, and other traffic safety issues that impact the safety of Indiana's roadway users. Law enforcement liaisons, law enforcement agencies, and child passenger safety organizations are invited to submit an application documenting their agency's efforts and effectiveness in these areas, along with their participation in the NHTSA national enforcement waves (if applicable). Funds will be used to purchase recognition items in the form of coins and plaques to recognize outstanding traffic enforcement agencies, child passenger safety specialists, and individual officers, along with hosting a training and formal awards ceremony to present the recognition items. This project encourages and supports increased statewide enforcement of traffic safety laws to reduce traffic crashes, serious injuries, and fatalities.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 402

**Amount:** \$150,000.00

**Match:** \$37,000

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** PT-2025-01-00-07

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:**

**Eligible Use of Funds:** Traffic Enforcement Services

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**9. Project Name:** On-Site Outreach and Education

**Project Description:** Indiana continues to support outreach and education through the On-Site Outreach and Education project. This project engages and educates the public about the importance of traffic safety. Statewide events coordinated by Alliance Sport Marketing will occur at various colleges, county fairs and the state fair, and sporting events. The events will offer education,

training, and physical demonstrations on seat belt compliance, occupant protection, alcohol-impaired driving, drug-impaired driving, distracted driving, bicycle and pedestrian safety, teen driver safety, and motorcycle safety.

The project utilizes several campaigns and tools, such as “Rule the Road,” driving simulators, safety belt convickers, Fatal Vision Goggles, the Plan My Ride eLearning Program, drowsy and distracted goggles and activity tools, the Walk-the-Line activity, and ride share services. Alliance Sport Marketing coordinates with a variety of presenters, each with an impactful story regarding one or more traffic safety focuses (occupant protection, impaired driving, distracted driving, pedestrian, speed, and aggressive driving). Rule the Road events focus on teens ages 15-18 who are about to, or have recently received, their driver’s license.

Alliance Sport Marketing is vetted by the Governor’s Highway Safety Association. Alliance Sport Marketing is dedicated to the ICJI-TSD traffic safety campaigns.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State; ages 16-20; ages 65 and older; minority populations; persons affected by persistent poverty and/or inequality; linguistic isolation (little/no English); persons with limited access to resources/education; rural communities

**Federal Funding Source(s):** 402 (This is a split funding project between 405 and 405D flex..referenced in other applications)

**Amount:** \$1,500,000.00

**Match:** \$125,00.00

**Project Agreement Number:** 71734

**GTS Code: \$250,000 402 :** CP-2025-01-00-08 (\$1,250,000 405D flex: FDL\*CP-2025-01-00-81)

**Subrecipient(s):** Alliance Sport Marketing

**Name and Type of Organization:** Service Provider

**Eligible Use of Funds:** Community Traffic Safety Programs; Teen Safety Program

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

## **10. Project Name:** Impaired Driving Program Management

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

Law enforcement officers participate in multiple projects designed to reduce the number of alcohol and drug impaired driving crashes. Proper screening for the presence of alcohol and drugs at the roadside using roadside impaired driving instruments confirms or eliminates alcohol and/or drugs

as a contributing factor of impairment. Quick accessibility to a portable breath test (PBT) instrument to test for the presence of alcohol, and/or a roadside oral fluid instrument (SOTOXA) to test for the presence of substances other than alcohol, allows the officer to move forward with an investigation for alcohol and/or drug impairment. The Traffic Safety Division will deploy roadside impaired driving instruments to law enforcement agencies targeting areas which display a high incidence of submissions for alcohol and/or drug analysis.

Funding for this project provides funds for the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars. In addition, funds will also support shipping costs, supplies, and management for the Impaired Driving Programs. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities.

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

In FY 2023, the ICJI-TSD provided 218 PBTs to law enforcement agencies along with 100 dry gas canisters and regulators used for calibration. The ICJI-TSD also deployed a total of 215 SOTOXA instruments to counties which display a high rate of submissions for drug analysis and impaired driving fatalities. As of June 2024, nearly 4,870 tests have been administered with a positive rate of 62% assisting in probable cause for arrest. Of the 3,008 positive tests, 40% resulted in single positives for THC, 48% resulted in poly-positives and 12% resulted in single positives for narcotics.

The goal is the overall increase in roadside impaired driving testing across the state on those suspected of impaired driving and decrease impaired driving by 2% annually. This will be achieved through training and education provided to law enforcement agencies. Providing agencies with additional roadside impaired driving instruments and supplies will assist in increasing the citations and arrests made by law enforcement agencies to combat impaired driving. Roadside impaired driving data provided by the law enforcement agencies will assist in recognizing drug trends throughout the state's regions along with better identifying the underserved areas of impaired driving incidents.

The program manager also works closely with the LELs to direct targeted outreach for training opportunities for officers in the field. The goal of these trainings is: to create safer communities by promoting safer transportation choices that encourage alternatives to driving when impaired; provide law enforcement, prosecutors, and courts training, tools, and resources to detect, reduce and/or prevent impaired driving; create safer communities by working with local stores, restaurants, bars, and event venues to promote responsible alcohol service; and combine targeted outreach and commination strategies with targeted high visibility enforcement to increase public awareness of the consequences of impaired driving.

***Location where the Project is Performed:*** Statewide

***Affected Communities (if applicable):*** State; ages 0-7; ages 7-15; ages 16-20; ages 65 and older; minority populations; persons affected by persistent poverty and/or inequality; linguistic isolation (little/no English); persons with limited access to resources/education; rural communities

**Federal Funding Source(s):** 164

**Amount:** \$700,000.00

**Match:** \$0.00

**Project Agreement Number:** N/A

**GTS Code:** LET\_AL-2025-01-00-23; 164PA-2025-01-00-24

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Alcohol Law Enforcement Training and 164 Planning and Administration

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**11. Project Name:** Ignition Interlock Management

**Project Description:** The ICJI-TSD continues to fund the Ignition Interlock (II) Management Program. This position conducts networking activities and acts as a liaison between the ICJI-TSD, the ICJI legal division, and Ignition Interlock providers and/or service centers throughout Indiana. The II Program Manager will participate in the development and implementation of a long-term, statewide II program by attending stakeholder meetings, assisting in rule-making processes, and providing direct contact to all II service centers. In addition, the II program manager will coordinate with the ICJI legal team to establish standards and installation and removal procedures of the II devices, and host re-certification courses throughout the state annually. Funding will include salary, benefits, and travel costs associated to the II program. This project does not pay for the II equipment.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 164

**Amount:** \$85,000.00

**Match:** \$0.00

**Project Agreement Number:** Contracted via Computer Aid, Inc. PO: 3629

**GTS Code:** II\_AL-2025-01-00-25

**Subrecipient(s):** Contracted via Computer Aid, Inc.

**Name and Type of Organization:** Service Provider

**Eligible Use of Funds:** Ignition Interlock

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**12. Project Name:** Excise Enforcement Program

**Project Description:** The ICJI-TSD continues to support the Indiana State Excise Police (ISEP) as an integrated enforcement project to reduce access to alcohol using four programs. The ISEP's use of alcohol countermeasure programs is aimed at underage alcohol consumption and impaired driving.

ISEP uses Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), Intensified College Enforcement (ICE), and Place of Last Drink (POLD) to reach their goal of reducing the availability and use of alcoholic beverages by persons less than 21 years of age.

SUDS details are conducted at large events, such as concerts, where underage drinking often occurs. CIS allows officers to work one-on-one with alcoholic beverage establishment employees on how

to recognize false identifications. ICE details are conducted on college campuses throughout the state to increase enforcement and education. POLD enforcement works with local law enforcement following an alcohol-related crash to determine the place of the last drink. If the last drink was provided by a serving establishment, POLD identifies and enforces laws regarding overserving or serving of alcohol to minors.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State; underserved and over-represented communities; under the age of 21.

**Federal Funding Source(s):** 164

**Amount:** \$310,000.00

**Match:** \$0.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** ENF-AL-2025-01-00-26

**Subrecipient(s):** Indiana State Excise Police

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Alcohol Enforcement

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**13. Project Name:** Indiana State Police (ISP) High Visibility Enforcement

**Project Description:** The ICJI-TSD continues to support the Indiana State Police (ISP) High Visibility Enforcement project. Funding will support the ISP efforts to combat impaired driving and nighttime unrestrained crashes in identified hotspots throughout the state. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This project is split-funded; 164 funds will be used only for impaired driving enforcement and 402 funds will be used only for occupant protection enforcement. ISP troopers conduct saturation patrols to combat impaired driving while enforcing dangerous driving, seat belt, and speed violations. ISP is required to participate in national mobilizations as well as any other activities determined by ICJI. The program implements the use of DREs for drug-related impaired enforcement efforts. ISP districts which have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 402

**Amount:** \$1,165,000.00

**Match:** \$388,000.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** PT-2025-01-00-09

**Subrecipient(s):** Indiana State Police

**Name and Type of Organization:** State Government



**Eligible Use of Funds:** Traffic Enforcement Services

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**14. Project Name:** Law Enforcement Phlebotomy Program (LEPP)

**Project Description:** The ICJI-TSD continues to support the Law Enforcement Phlebotomy Program (LEPP). LEPP provides training to Indiana officers to become qualified to collect blood samples from vehicle operators involved in impaired driving stops, fatal crashes, or any crash where impairment is suspected. This program also facilitates the ability to test a larger percentage of drivers involved in fatal crashes, increasing access to timely and accurate data.

Funding for LEPP will support program management, training and qualifying new law enforcement officers, and requalifying those officers due for requalification. In addition, funds for this project will be used for phlebotomy supplies, officer training and lodging, phlebotomy laboratory equipment for drawing blood, program coordinator salary and benefits, classroom office supplies, medical certifications or recertifications and exams, professional development training and travel, and administrative support. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 164

**Amount:** \$250,000.00

**Match:** \$0.00

**Project Agreement Number:** The ICJI-TSD will provide in a later amendment to the annual grant application.

**GTS Code:** LET\_AL-2025-01-00-27

**Subrecipient(s):** Vincennes University

**Name and Type of Organization:** School/Education

**Eligible Use of Funds:** Alcohol Law Enforcement Training

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No



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# FY 2025 Indiana's Annual Grant Application 405B

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**State of Indiana  
Governor  
Eric J. Holcomb**

**Indiana Criminal Justice Institute  
Executive Director  
Devon W. McDonald**

**Indiana Criminal Justice Institute  
Traffic Safety Director  
James E. Bryan**



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# I. Annual Grant Application

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI-TSD) annual grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY 2024-2026 triennial highway safety plan (3HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

# II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR §1300.12(b)(1)(i), ICJI-TSD is adding the following program areas and countermeasures that were inadvertently not listed in the 3HSP.

- **23 CFR § 1300.24 Distracted Driving Grants (405e)**  
Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

### Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

### Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications on Outreach and Distracted Driving
  - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
- **23 CFR § 1300.25 Motorcyclist Safety Grants (405f)**

Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, this project will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcycle crashes and fatalities.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their CTW guide. The countermeasures selected for this project

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
  - This countermeasure approach is unproven or needs further evaluation. However, based on the U.S. Department of Transportation (DOT) Traffic Safety Marketing Ride Sober TV concept from April 2021, media was tested and found to be an effective deterrent.
- **23 CFR § 1300.27 (405h) Preventing Roadside Deaths Grant**

Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

Countermeasures/Justification:

The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic

discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

### III. Project Information and Subrecipient Information - 405B

**1. Project Name:** Child Passenger Safety Program Management

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

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

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405B

**Amount:** \$60,000.00

**Match:** \$21,250.00

**Project Agreement Number:** N/A

**GTS Code:** M1CPS-2025-01-00-42

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Child Restraint

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**2. Project Name:** Child Restraint Training and Distribution Program (CRTD)

**Project Description:** ICJI-TSD continues to support the child restraint and distribution programs. As stated in the 3HSP, the Child Restraint Inspection Stations Program and the Child Passenger Safety Training Program are now combined into the single comprehensive Child Restraint Training and Distribution Program (CRTD). This project supports statewide inspection and training stations where certified child passenger safety technicians (CPSTs) provide education and installation assistance about child restraint systems to parents and other caregivers. Another component of the CRTD program is the Vehicle-Related Heatstroke Prevention Training Program. This program will amplify these efforts by providing parents and caregivers with education and resources for avoiding vehicle-related heatstroke in children and conducting a public awareness campaign.

Funding for this program includes educational services and materials, training, and the procurement and distribution of child restraint systems. In addition, funding for this program will manage and operate Safe Kids Indiana and the Automotive Safety Program (ASP). Associated project costs include, but are not limited to, training materials, personnel, benefits, indirect costs, in- and out-of-state travel, training volunteers, mileage, car rentals, fuel charges, hotel costs, parking fees, tolls, and meals.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** Ages 0-7; Ages 7-15; minority populations; below poverty level; linguistic isolation (little/no English). The affected communities resulted from feedback while conducting the public participation in the 3HSP. As stated in the 3HSP, on the second year, two programs are now combined to become more effective and efficient.

**Federal Funding Source(s):** 405B

**Amount:** \$750,000.00

**Match:** \$187,500.00

**Project Agreement Number:** Contract 77835

**GTS Code:** M1CPS-2025-01-00-43

**Subrecipient(s):** Indiana University

**Name and Type of Organization:** School/Education

**Eligible Use of Funds:** High community CPS Service

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**3. Project Name:** Child Passenger Safety Specialists (CPSS)

**Project Description:** The ICJI-TSD will continue to fund the CPSS program. The goal of this program is to promote occupant protection throughout the state and ensure that all Indiana residents receive occupant protection services. Specific outreach and engagement efforts will be created and developed in underserved and/or socioeconomically disadvantaged communities. Activities will include but are not limited to CPSS salaries, education, educational materials, recruiting, mentoring, child passenger safety conferences, travel fees, mileage to and from courses and inspection station site visits, and educational supplies relevant to the CPST curriculum.

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

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** Ages 0-7; Ages 7-15; minority populations; below poverty level; linguistic isolation (little/no English). The affected communities resulted from feedback while conducting the public participation in the 3HSP.

**Federal Funding Source(s):** 405B

**Amount:** \$200,000.00

**Match:** \$50,000.00

**Project Agreement Number:** PO: 20003408/Contract: N/A

**GTS Code:** M1TR-2025-01-00-44

**Subrecipient(s):** Computer Aid, Inc (CAI) Subcontractor

**Name and Type of Organization:** Service Provider

**Eligible Use of Funds:** High Community Traffic Safety Programs

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**4. Project Name:** Teen Traffic Safety and Education

**Project Description:** The ICJI-TSD will continue to support the teen traffic safety and education program. The ICJI-TSD is contracting Mothes Against Drunk Driving (MADD) and Impact Teen Drivers to administer and oversee the teen traffic safety programs. The goal for both programs is to reach young drivers to impart an understanding of safe driving skills and behaviors as well as consequences of making risky, unsafe driving decisions.

Impact Teen Drivers is a leading national program that reveals the dangers of reckless and distracted driving using an "engage, educate, and empower" model. Impact Teen Drivers' mission is to develop and promote evidence-based education and strategies to save lives and reduce injuries and fatalities caused by reckless and distracted driving. The core of Impact Teen Drivers' message is good decision making for drivers and passengers of all ages. Funds will cover personnel, training materials, program costs, travel costs, and indirect costs.

Mothers Against Drunk Driving's (MADD) mission is to prevent underage drinking through education. As an organization focused on the elimination of drunk driving and having no more victims from this preventable crime, MADD recognizes the importance of preventing underage drinking and raising the next generation of adults who choose to be non-drinking drivers. MADD's Power of Parents® and Power of You(th)® programs work together to prevent and reduce underage drinking and its consequences.

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

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** Pre-teen and young drivers. Ages 7-15; Ages 16-20; underserved and over-represented communities. The affected communities resulted from feedback while conducting the public participation in the 3HSP.

**Federal Funding Source(s):** 405B flex ( 402, and 164 **This project is split funded)**

**Amount:** \$320,000 405Bflex (\$180,000.00 (402) \$250,000.00 (164))

**Match:** \$125,000.00

**Project Agreement Number:** Impact Teen: Contract: 80654 MADD: Contract: 79331

**GTS Code:** M1\*TSP-2025-01-00-41; TSP-2025-01-00-04; EDU\_AL-2025-01-00-21

**Subrecipient(s):** Impact Teen Drivers and Mothers Against Drunk Driving

**Name and Type of Organization:** 501(c)(3) non-profit organization

**Eligible Use of Funds:** High Teen Safety Program/ alcohol non law enforcement training

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No



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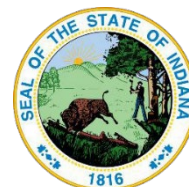
# FY 2025 Indiana's Annual Grant Application 405C

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**State of Indiana  
Governor  
Eric J. Holcomb**

**Indiana Criminal Justice Institute  
Executive Director  
Devon W. McDonald**

**Indiana Criminal Justice Institute  
Traffic Safety Director  
James E. Bryan**



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# I. Annual Grant Application

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI-TSD) annual grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY 2024-2026 triennial highway safety plan (3HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

# II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR §1300.12(b)(1)(i), ICJI-TSD is adding the following program areas and countermeasures that were inadvertently not listed in the 3HSP.

- **23 CFR § 1300.24 Distracted Driving Grants (405e)**  
Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

### Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

### Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications on Outreach and Distracted Driving
  - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
- **23 CFR § 1300.25 Motorcyclist Safety Grants (405f)**

Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, this project will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcycle crashes and fatalities.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their CTW guide. The countermeasures selected for this project

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
  - This countermeasure approach is unproven or needs further evaluation. However, based on the U.S. Department of Transportation (DOT) Traffic Safety Marketing Ride Sober TV concept from April 2021, media was tested and found to be an effective deterrent.
- **23 CFR § 1300.27 (405h) Preventing Roadside Deaths Grant**

Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

Countermeasures/Justification:

The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic

discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

### III. Project Information and Subrecipient Information 405C

**1. Project Name:** Crash Mapping Secondary Crash Reduction (CMAP)

**Project Description:** The ICJI-TSD will continue to fund the Crash Mapping Secondary Crash Reduction (CMAP) project. This project provides training opportunities for law enforcement agencies through a crash investigator course. Proper response and efficiently trained personnel are crucial to reducing the time required to document a crash scene, alongside lowering possible exposure of first responders to traffic hazards. Finally, CMAP reduces the risk of dangerous secondary crashes. This project relies on crash data with evolving traffic safety education to produce a well-rounded program for officers. In addition, education and training in unmanned aerial systems (UAS) is also provided in classroom settings and mock crash scenes. Each UAS is equipped with digital cameras and is emerging as a cost-effective technology for crash scene mapping. As a result, reducing the time required to document a crash scene reduces the exposure of first responders to traffic hazards and reduces the risk of secondary crashes.

The measure is quantitative improvement in the data attribute of accuracy, completeness, timeliness, and uniformity in crash data. By utilizing crash and vehicle data, hotspots of traffic activity can identify problematic areas. During the period of April 2023 through April 2024, improvements in crash mapping occurred. The baseline value is zero. TSD plans to see an increase in quantitative improvements over the performance period.

Funding for this project supports the facilitation of crash reconstruction certification training to expand the number of certified crash reconstructionist and updating the crash and vehicle data with CMAP information. Funding includes salaries, fringe benefits, operating expenses, and reasonable in- and out-of-state travel for attendance and facilitation of the CMAP training.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State; local/county law enforcement agencies

**Federal Funding Source(s):** 405C

**Amount:** \$800,000.00

**Match:** \$160,000.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** M3DA-2025-01-00-61

**Subrecipient(s):** Purdue University, Indiana Association of Certified Accident Investigators

**Name and Type of Organization:** School/Education, Service Provider

**Eligible Use of Funds:** Data Program

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**2. Project Name:** Center for Road Safety (CRS)

**Project Description:** The ICJI-TSD will continue to fund the Center for Road Safety (CRS) at Purdue University. This project enhances observational seat belt survey designs and provides training to observers on the correct methods for data collection. The CRS analyzes the raw data collected

during the survey and delivers comprehensive seat belt usage rates to the ICJI-TSD. The rates are further broken down by regions, vehicle types, genders, races, roles (i.e., driver or passenger), and road classes. Additionally, the CRS identifies specific population groups and regional areas that offer the best opportunities for rate increases. Through data analysis, the CRS aims to identify emerging trends that can serve as problem indicators for future ICJI-TSD programs.

The measure is quantitative improvement in the data attribute of accuracy, completeness, timeliness, and uniformity in crash data. By utilizing crash and vehicle data, hotspots of traffic activity can identify problematic areas. During the period of April 2023 through April 2024, improvements in crash mapping occurred. The baseline value is zero. TSD plans to see an increase in quantitative improvements over the performance period.

Funding for this project pays for salaries, benefits, indirect costs, travel costs, supplies, equipment, and administrative costs. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities. The assigned program manager will provide oversight and monitoring for this project.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State

**Federal Funding Source(s):** 405C

**Amount:** \$350,000.00

**Match:** \$85,000.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** M3DA-2025-01-00-62

**Subrecipient(s):** Purdue University

**Name and Type of Organization:** School/Education

**Eligible Use of Funds:** Data Program

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

### **3. Project Name:** Breath Testing Enhancement Program

**Project Description:** The ICJI-TSD continues to support Indiana State Department of Toxicology (ISDT) improvements in evidentiary breath alcohol testing. This project will enable updates to a breath alcohol database (BrAD) system to streamline the process for inspection and certification of instruments throughout Indiana. The improvements will ensure accuracy, completeness, timeliness, uniformity, and accessibility of breath test instrument service, maintenance, and certification records. The baseline value is zero. TSD plans to see an increase in quantitative improvements over the performance period.

Funding for this project supports improvements to the BrAD database. Funding will be used for updating BrAD instruments, supplies for instrument evaluation and validation, training, and a Laboratory Information Management System (LIMS) for breath test instruments. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** Alcohol and drug impaired drivers who are over represented in causes crashes.

**Federal Funding Source(s):** 405C

**Amount:** \$80,000.00

**Match:** \$37,500.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** M3DA-2025-01-00-63

**Subrecipient(s):** Indiana State Department of Toxicology

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Data Program

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

#### **4. Project Name:** Traffic Records Program Management

**Project Description:** ICJI houses Indiana's State Highway Safety Office. Funding for this project will provide leadership and effective management of traffic safety data to identify and manage priorities for national, state, and local highway and traffic safety programs. The 3HSP aids the ICJI-TSD's goals for lowering traffic safety fatalities on Indiana's roadways, while also improving data sharing capabilities.

This project funds the traffic records coordinator, who is responsible for managing Indiana's crash records system, chairing the State Traffic Records Coordinating Committee (TRCC), managing traffic records subrecipients, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records. All activities and hired personnel are centered on improving Indiana's traffic records as a whole, from data collection and communication to coordinating 3HSP goals.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405C

**Amount:** \$125,000.00

**Match:** \$32,000.00

**Project Agreement Number:** N/A

**GTS Code:** M3DA-2025-01-00-64

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No



**5. Project Name:** Traffic Records Research and Analysis of Data

**Project Description:** The ICJI-TSD continues to support the Traffic Records Research and Analysis of Data project. Indiana University’s Public Policy Institute (PPI) publishes a series of crash reports analyses to support subrecipient programming intended to reduce traffic fatalities and injuries. This annual statistical publication series produces fact sheets covering topics including impaired driving crashes, aggressive driving and speeding, child passenger safety, motorcycles, occupant protection, non-motorists, commercial vehicles, and work zones. PPI creates the Indiana Traffic Safety Fact Sheets, a Strategies for Reducing Traffic Deaths and Injuries Book, and an Indiana County Profiles Book, demonstrating quantifiable and measurable improvement to the accessibility of crash records.

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

The ICJI-TSD and TRCC utilize the crash data from these publications to help set performance measures and distribute these publications to subrecipients to incorporate into their grant applications. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. The assigned ICJI-TSD program manager will provide oversight and monitoring of this project.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405C

**Amount:** \$170,000.00

**Match:** \$42,500.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** M3DA-2025-01-00-65

**Subrecipient(s):** Indiana University

**Name and Type of Organization:** School/Education

**Eligible Use of Funds:** Data Programs

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**6. Project Name:** Traffic Records FARS Program

**Project Description:** The ICJI-TSD continues to support the Traffic Records Fatality Analysis Reporting System (FARS) Program. FARS analysts enter State fatal motor vehicle crash information in the FARS Records-Based Information Solution (RBIS) data entry system. This data become official FARS data after completion of the quality control process and approved by NHTSA’s senior leadership and then released.

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

This project funds two FARS analysts, who are responsible for managing Indiana's crash records system, assisting in the management of the traffic records subrecipients, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405C

**Amount:** \$125,000.00

**Match:** \$31,250.00

**Project Agreement Number:** N/A

**GTS Code:** M3DA-2025-01-00-66

**Subrecipient(s):** ICJI-TSD

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** Data Programs

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

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# FY 2025 Indiana's Annual Grant Application 405D

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**State of Indiana  
Governor  
Eric J. Holcomb**

**Indiana Criminal Justice Institute  
Executive Director  
Devon W. McDonald**

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# I. Annual Grant Application

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI-TSD) annual grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY 2024-2026 triennial highway safety plan (3HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

## II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR §1300.12(b)(1)(i), ICJI-TSD is adding the following program areas and countermeasures that were inadvertently not listed in the 3HSP.

- **23 CFR § 1300.24 Distracted Driving Grants (405e)**  
Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

### Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

### Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications on Outreach and Distracted Driving
  - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
- **23 CFR § 1300.25 Motorcyclist Safety Grants (405f)**

Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, this project will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcycle crashes and fatalities.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their CTW guide. The countermeasures selected for this project

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
  - This countermeasure approach is unproven or needs further evaluation. However, based on the U.S. Department of Transportation (DOT) Traffic Safety Marketing Ride Sober TV concept from April 2021, media was tested and found to be an effective deterrent.
- **23 CFR § 1300.27 (405h) Preventing Roadside Deaths Grant**

Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

Countermeasures/Justification:

The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic

discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

### III. Project Information and Subrecipient Information 405D

**1. Project Name:** Motorcycle High Visibility Awareness (MC-HVA)

**Project Description:** Indiana continues to support traffic enforcement services through the Motorcycle High Visibility Awareness (MC-HVA) project. Project activities target the reduction of motorcycle crashes in large urban communities along with motorcycle fatalities in more rural areas. MC-HVA combines HVE with elements that educate the public and heighten public awareness of motorcycles on the roadway.

The funds will assist in increasing citations, arrests, and education. Rider awareness of the enforcement will also provide increased deterrence of impaired driving incidents. Local law enforcement agencies across the state will conduct HVE campaigns at motorcycle events such as Poker Runs, Swap Meets, Bike Nights, and various charity rides to increase awareness of motorcycles for other motorists and reinforce the importance of being properly endorsed.

**Location where the Project is Performed:** The ICJI-TSD will provide the locations in a later amendment to the annual grant application.

**Affected Communities (if applicable):** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Federal Funding Source(s):** 405D Flex

**Amount:** \$104,000.00

**Match:** \$20,800.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** FDL\*PT-2025-01-00-81

**Subrecipient(s):** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Name and Type of Organization:** Local/County governments

**Eligible Use of Funds:** Motorcycle Safety

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**2. Project Name:** Ped-Bike Non-Motorist Safety

**Project Description:** Indiana continues to support traffic enforcement services through the Ped-Bike Non-Motorist Safety project. This project focuses on activities designed to reduce traffic crashes, injuries, and fatalities, specifically related to pedestrians, bicyclists, and other non-motorized roadway users. Affected communities identified in the 3HSP include pedestrians and pedalcyclists on university campuses, individuals lacking the financial capacity to access personal motor vehicles, and minority populations, including Amish communities.

Activities will provide education on safety issues and ensure compliance with traffic laws and regulations related to pedestrians, bicyclists, and other non-motorized roadway users during law enforcement “safety days” and community events. Educational efforts will target both novice and experienced drivers about these vulnerable road users. Funds will also support law enforcement officers' training, tools, and resources to enforce laws that support safety for pedestrians and



bicyclists. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities.

**Location where the Project is Performed:** The ICJI-TSD will provide the locations in a later amendment to the annual grant application.

**Affected Communities (if applicable):** Amish, minority and underserved populations 0-4, 7-15.

**Federal Funding Source(s):** 405D Flex

**Amount:** \$125,000.00

**Match:** \$31,250.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** FDL\*PS-2025-01-00-82

**Subrecipient(s):** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Name and Type of Organization:** Local/County governments

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

### **3. Project Name:** Law Enforcement Liaisons Program

**Project Description:** Indiana continues to support traffic enforcement services through the Law Enforcement Liaisons (LEL) program. LELs serve as liaisons between the ICJI-TSD and state, county, and city law enforcement agencies within their designated counties. They work to promote and encourage enhanced HVE strategies and to encourage individual agency participation in traffic safety programs. Funding will cover the contractor that employs the LEL salaries, reasonable in- and out-of-state travel costs, registration fees for approved conferences, presenting at conferences, facilitation at traffic safety training events, professional development courses, and supplies required to complete the duties as assigned. LELs are deployed across the state to conduct the annual observed seat belt use surveys as roadside observers to fulfill Indiana's compliance with the annual seat belt use survey.

This project provides funding for seven (7) LELs to perform various job duties, including:

- Meeting with representatives from law enforcement agencies to assist in developing, administering, and facilitating effective and accurate traffic safety programs and policies.
- Supporting local law enforcement agencies to conduct HVE during the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed.
- Conducting desk and on-site monitoring of assigned law enforcement agencies to ensure compliance with state and federal guidelines.
- Assisting with the coordination of media events during overtime mobilization enforcement periods and distributing media kits to promote traffic safety messaging.
- Assisting with statewide education and training within their respective regions.
- Assisting with DUI checkpoints, multi-jurisdictional enforcement, seat belt surveys, and saturation patrols.

- Assisting in the implementation of new courses, including the selection of course locations, advertisement, and recruitment of attendees for courses.
- Assisting with the short-term and long-term planning in the ICJI-TSD.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State; ages 0-7; ages 7-15; ages 16-20; ages 65 and older; minority populations; persons affected by persistent poverty and/or inequality; linguistic isolation (little/no English); persons with limited access to resources/education; rural communities

**Federal Funding Source(s):** 405D Flex

**Amount:** \$800,000.00

**Match:** \$200,000.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** FDL\*PT-2025-01-00-83

**Subrecipient(s):** Computer Aid Inc (subcontractor) PO: 20002455

**Name and Type of Organization:** Service Provider

**Eligible Use of Funds:** Low Traffic Enforcement Services

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

#### **4. Project Name:** On-Site Outreach and Education

**Project Description:** Indiana continues to support outreach and education through the On-Site Outreach and Education project. This project engages and educates the public about the importance of traffic safety. Statewide events coordinated by Alliance Sport Marketing will occur at various colleges, county fairs and the state fair, and sporting events. The events will offer education, training, and physical demonstrations on seat belt compliance, occupant protection, alcohol-impaired driving, drug-impaired driving, distracted driving, bicycle and pedestrian safety, teen driver safety, and motorcycle safety.

The project utilizes several campaigns and tools, such as “Rule the Road,” driving simulators, safety belt convickers, Fatal Vision Goggles, the Plan My Ride eLearning Program, drowsy and distracted goggles and activity tools, the Walk-the-Line activity, and ride share services. Alliance Sport Marketing coordinates with a variety of presenters, each with an impactful story regarding one or more traffic safety focuses (occupant protection, impaired driving, distracted driving, pedestrian, speed, and aggressive driving). Rule the Road events focus on teens ages 15-18 who are about to, or have recently received, their driver’s license.

Alliance Sport Marketing is vetted by the Governor’s Highway Safety Association. Alliance Sport Marketing is dedicated to the ICJI-TSD traffic safety campaigns.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State; ages 16-20; ages 65 and older; minority populations; persons affected by persistent poverty and/or inequality; linguistic isolation (little/no English); persons with limited access to resources/education; rural communities

**Federal Funding Source(s):** 405D Flex (This project is split funded project with 402 that is reflected on the AGA.)

**Amount:** \$1,500,000.00

**Match:** \$125,00.00

**Project Agreement Number:** 71734

**GTS Code: \$250,000(402): \$1,250,000 405D flex FDL\*CP-2025-01-00-81 (402: CP-2025-01-00-08)**

**Subrecipient(s):** Alliance Sport Marketing

**Name and Type of Organization:** Service Provider

**Eligible Use of Funds:** Community Traffic Safety Programs; Teen Safety Program

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**5. Project Name:** Toxicology Backlog Reduction

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

In CY23, the average cases received monthly were 1,304 with a total number of 15,643 for the year. The average turnaround time for reporting was 129 days which was a 30% increase from 2022. As of June 2024, the average turnaround time for reporting is 77 days with an average of 1,340 cases received monthly. That is a 40% decrease in turnaround time and a 3% increase in average monthly cases received since 2023. Even though turnaround time for analysis is declining, there continues to be a delay or dismissed prosecution of impaired driving cases, in turn reducing effectiveness of general deterrence across the State of Indiana.

Funding supports the reduction of the backlog of blood samples in need of testing which as a result will continue to decrease the turnaround time. This will be achieved by providing continued funding to ISDT for more efficient equipment, instrument maintenance, staff overtime, supplies, operating expenses, professional development travel and training, which will aid in the reduction of the future need for outsourcing. As part of distributing supplies and/or equipment, all subrecipients are required to participate in this project and the activities. Improving the knowledge and abilities of ISDT staff will work to enhance credibility when testifying in impaired driving cases as well as provide information on emerging drugs and trends to guide planning for the increased scope of testing by ISDT Staff. Efficiency enhancements are important in reducing the need for outsourcing and providing long term sustainability of the timeliness of results.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** State; local/county law enforcement agencies

**Federal Funding Source(s):** 405D

**Amount:** \$250,000.00

**Match:** \$37,500.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** FDLBAC-2025-01-00-84

**Subrecipient(s):** Indiana State Department of Toxicology

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** BAC Testing /Reporting

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**6. Project Name:** Traffic Safety Resource Prosecutor (TSRP)

**Project Description:** The ICJI-TSD continues to support the Traffic Safety Resource Prosecutors (TSRP) project. TSRPs provide training, education, and technical support to aid prosecuting attorneys, courts, and law enforcement officers in detecting, reducing, and preventing impaired driving across the state. TSRPs provides consultations to officers and prosecutors on traffic offense cases and traffic legislation. TSRPs also assist with the Law Enforcement Phlebotomy Program. This project will provide funding for two TSRPs' salaries, benefits, travel, training costs, and administrative support costs. The assigned program manager will provide oversight and monitoring of this project.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405D Flex

**Amount:** \$425,000.00

**Match:** \$106,250.00

**Project Agreement Number:** MOU\_TSIP-2025\_00017\_85274

**GTS Code:** FDL\*TC-2025-01-00-85

**Subrecipient(s):** Indiana Prosecuting Attorneys Council

**Name and Type of Organization:** State Government

**Eligible Use of Funds:** High Court Support

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**7. Project Name:** Judicial Outreach Liaison (JOL)

**Project Description:** The ICJI-TSD continues to support Judicial Outreach Liaison (JOL) program. The function of the JOL is to provide information to judges at all levels, judicial commissioners, clerks, and magistrates concerning best practices in traffic safety. The ultimate goal is to help members of the Judiciary gain quick and helpful access to information about best practices to reduce the number of drug and alcohol crashes, injuries, and fatalities. The JOL will work with the specialty court committee to promote the development and use of OWI courts along with other activities.

The project will provide funding for the JOL salary, training, and to perform various job duties, including:

- Providing instruction and training regarding Indiana's ignition interlock and impaired driving laws to judges and judiciary staff across the state.

- Working with the State’s Specialty Court Committee to promote the development and use of OWI courts in Indiana.
- Collaborating with National Judicial Fellows and the Regional Judicial Outreach Liaison to seek outreach opportunities.
- Identifying issues of concern to judges and other court officials regarding impaired driving issues; sharing information and coordinating with the ICJI-TSD, LELs, TRSP, and others on emerging impaired driving issues.
- Developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OWI offenders.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405D

**Amount:** \$43,200.00

**Match:** \$10,800.00

**Project Agreement Number:** Contract number 79261

**GTS Code:** FDLCS-2025-01-00-86

**Subrecipient(s):** Penrod Traffic Safety Consulting, LLC

**Name and Type of Organization:** Service Provider

**Eligible Use of Funds:** Court Support

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

**8. Project Name:** Drug Recognition Expert Training Program

**Project Description:** The ICJI-TSD continues to support the Drug Recognition Expert (DRE) Training Program. DREs assist law enforcement efforts to reduce the occurrence of alcohol and drug impaired driving incidents to minimize injuries, fatalities, crashes, and economic loss. Funding will be used to provide DRE training to law enforcement officers in Indiana. The ICJI-TSD is finding that drug impaired crashes are increasing and are more likely to lead to injury or death than alcohol impaired crashes. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

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

Indiana plans annually to provide a minimum of two DRE courses to train 50 new DRE’s annually to outpace attrition and provide additional resources. Indiana has increased the number of certified DRE Officers from 115 in 2016 to 256 in 2020, and with attrition this number was reduced to 76 by 2022. A minimum of two SFST instructor courses are planned annually to increase the number of

SFST Instructors available to provide basic training and refresher training with associated psychomotor proficiencies.

The impaired driving program additionally provides logistical and educational support to LEPP, ARIDE training programs, and the annual Traffic Safety Conference with the impaired driving conexus between all programs. The assigned program manager will provide oversight and monitoring of this project.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405D

**Amount:** \$1,200,000.00

**Match:** \$300,000.00

**Project Agreement Number:** Contract 79258

**GTS Code:** FDLPEM-2025-01-00-87

**Subrecipient(s):** Dedicated Training Resources LLC, University of Albany Institute for Traffic Safety Management and Research (ITSMR)

**Name and Type of Organization:** Service Provider, School/Education

**Eligible Use of Funds:** Court Training

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

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# FY 2025 Indiana's Annual Grant Application 405E

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**State of Indiana  
Governor  
Eric J. Holcomb**

**Indiana Criminal Justice Institute  
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Devon W. McDonald**

**Indiana Criminal Justice Institute  
Traffic Safety Director  
James E. Bryan**



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# I. Annual Grant Application

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI-TSD) annual grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY 2024-2026 triennial highway safety plan (3HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

## II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR §1300.12(b)(1)(i), ICJI-TSD is adding the following program areas and countermeasures that were inadvertently not listed in the 3HSP.

- **23 CFR § 1300.24 Distracted Driving Grants (405e)**

Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

### Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

### Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications on Outreach and Distracted Driving
  - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
- **23 CFR § 1300.25 Motorcyclist Safety Grants (405f)**

Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, this project will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcycle crashes and fatalities.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their CTW guide. The countermeasures selected for this project

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
  - This countermeasure approach is unproven or needs further evaluation. However, based on the U.S. Department of Transportation (DOT) Traffic Safety Marketing Ride Sober TV concept from April 2021, media was tested and found to be an effective deterrent.
- **23 CFR § 1300.27 (405h) Preventing Roadside Deaths Grant**

Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

Countermeasures/Justification:

The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic

discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

### III. Project Information and Subrecipient Information 405E.

#### 1. **Project Name:** Teen Traffic Safety and Education

**Project Description:** The ICJI-TSD will continue to support the teen traffic safety and education program. The ICJI-TSD is contracting Mothes Against Drunk Driving (MADD) and Impact Teen Drivers to administer and oversee the teen traffic safety programs. The goal for both programs is to reach young drivers to impart an understanding of safe driving skills and behaviors as well as consequences of making risky, unsafe driving decisions.

Impact Teen Drivers is a leading national program that reveals the dangers of reckless and distracted driving using an "engage, educate, and empower" model. Impact Teen Drivers' mission is to develop and promote evidence-based education and strategies to save lives and reduce injuries and fatalities caused by reckless and distracted driving. The core of Impact Teen Drivers' message is good decision making for drivers and passengers of all ages. Funds will cover personnel, training materials, program costs, travel costs, and indirect costs.

Mothers Against Drunk Driving's (MADD) mission is to prevent underage drinking through education. As an organization focused on the elimination of drunk driving and having no more victims from this preventable crime, MADD recognizes the importance of preventing underage drinking and raising the next generation of adults who choose to be non-drinking drivers. MADD's Power of Parents® and Power of You(th)® programs work together to prevent and reduce underage drinking and its consequences.

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

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** Pre-teen and young drivers. Ages 7-15; Ages 16-20; underserved and over-represented communities. The affected communities resulted from feedback while conducting the public participation in the 3HSP.

**Federal Funding Source(s):** 405 E (This is a split project referenced in other incentive grants 405B flex 402, and 164)

**Amount:** \$120,000 405E

**Match:** \$24,000.00

**Project Agreement Number:** Impact Teen: Contract: 80654 MADD: Contract: 79331

**GTS Code:** B8A\*TSP-2025-01-00-01

**Subrecipient(s):** Impact Teen Drivers and Mothers Against Drunk Driving

**Name and Type of Organization:** 501(c)(3) non-profit organization

**Eligible Use of Funds:** High Teen Safety Program/ alcohol non law enforcement training

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

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# FY 2025 Indiana's Annual Grant Application 405F

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**State of Indiana  
Governor  
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**Indiana Criminal Justice Institute  
Executive Director  
Devon W. McDonald**

**Indiana Criminal Justice Institute  
Traffic Safety Director  
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# I. Annual Grant Application

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Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

## II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR §1300.12(b)(1)(i), ICJI-TSD is adding the following program areas and countermeasures that were inadvertently not listed in the 3HSP.

- **23 CFR § 1300.24 Distracted Driving Grants (405e)**

Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
    - The effectiveness of this countermeasure is four stars.
  - Communications on Outreach and Distracted Driving
    - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
- **23 CFR § 1300.25 Motorcyclist Safety Grants (405f)**

Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, this project will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcycle crashes and fatalities.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their CTW guide. The countermeasures selected for this project

- Communication Campaigns to Increase Motorist Awareness of Motorcyclists
    - This countermeasure approach is unproven or needs further evaluation. However, based on the U.S. Department of Transportation (DOT) Traffic Safety Marketing Ride Sober TV concept from April 2021, media was tested and found to be an effective deterrent.
- **23 CFR § 1300.27 (405h) Preventing Roadside Deaths Grant**

Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

Countermeasures/Justification:

The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic



discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

### III. Project Information and Subrecipient Information 405F

**1. Project Name:** Motorcycle Share the Road Media Campaign

**Project Description:** The ICJI-TSD will contract with media venues to promote the “Share the Road” campaigns. The public awareness campaign involves three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes because of other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness. Funds will be used for campaigns targeting drivers and riders on motorcycle awareness. It will include a paid media buy, development of creative assets, and media outreach.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405F

**Amount:** \$120,000.00

**Match:** \$30,000.00

**Project Agreement Number:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**GTS Code:** M11MP-2025-01-00-90

**Subrecipient(s):** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Name and Type of Organization:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Eligible Use of Funds:** Motorcycle Safety Awareness Programs

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

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# FY 2025 Indiana's Annual Grant Application 405H

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**State of Indiana  
Governor  
Eric J. Holcomb**

**Indiana Criminal Justice Institute  
Executive Director  
Devon W. McDonald**

**Indiana Criminal Justice Institute  
Traffic Safety Director  
James E. Bryan**



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# I. Annual Grant Application

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Pursuant to 23 CFR 1300.12, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI-TSD) annual grant application provides project level information on the highway's safety programs and demonstrates alignment with the FY 2024-2026 triennial highway safety plan (3HSP) submitted to the National Highway Traffic Safety Administration (NHTSA).

Indiana did not submit any promised projects for the FY 2025 Annual Grant Application (AGA). Indiana provided all possible information and data available; however, projects that did not have assigned project agreement numbers or Grant Tracking System (GTS) program codes/areas might change due to the "First In, First Out" method," and/or the Source of Fiscal Year Funding, an updated amendment will be submitted after the projects are executed.

## II. Updates to Indiana's Triennial Highway Safety Plan

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- **23 CFR § 1300.24 Distracted Driving Grants (405e)**

Indiana's efforts to reduce distracted driving fatalities will continue through educational presentations and public awareness. The ICJI-TSD will focus on areas with the highest number of fatalities or fatality rates to conduct enforcement, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. The ICJI-TSD will continue efforts to analyze data and select programs in underserved and overrepresented communities. Collaborative efforts will be conducted through partnerships with local and state agencies presenting innovative approaches to reduce distracted driving.

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification of distracted driving fatalities, the ICJI-TSD will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities:

- Funding "Impact Teen Drivers" to provide educational programs on distracted and reckless driving to teenagers.
- Funding traffic safety presentations to educate the public on the dangers of different types of distractions, including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

Countermeasures/Justification

The effectiveness of this project has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eleventh Edition, 2023* (CTW) guide. The countermeasures selected for this project are:

- High Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications on Outreach and Distracted Driving
  - This countermeasure approach is unproven or needs further evaluation. However, evaluation and analysis of the ICJI-TSD partnership with the Impact Teen Drivers program has demonstrated the program’s effectiveness in saving lives and reducing distracted driving crashes.
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Through the Preventing Motorcycle Crashes Media Campaign, the ICJI-TSD will engage partners focused on reducing the number of single-vehicle and multiple-vehicle crashes involving motorcyclists. Funds will be used for public awareness campaigns involving three areas: multi-vehicle crashes involving motorcycles, multi-vehicle crashes caused by other vehicles violating the right-of-way, and visual learning to comprehend and appreciate motorcycle awareness.

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Through the Preventing Roadside Deaths Media Campaign, the ICJI-TSD engages partners at the state and local levels to support engagement, messaging, and traffic safety enforcement efforts aimed at reducing roadside fatalities. Roadside fatalities represent events in which a pedestrian is killed under unusual circumstances, such as getting in or out of a car, or pushing or working on a disabled vehicle. These are often vehicle occupants who temporarily step out of their vehicle, but since they are fatally injured outside of the vehicle, these fatalities are classified as pedestrian fatalities. Fatalities related to working on the roadway, bus stops, mailbox use, or vendor trucks (e.g., ice cream truck) are also included in this category. The priorities of the Preventing Roadside Deaths programs will be to educate the public regarding the safety of vehicles and individuals stopped on the roadside in the State through public information campaigns.

Linkage Between Problem Identification and Countermeasure Strategy

The countermeasure strategy for programming funds aims to improve roadside safety to prevent deaths and injuries.

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The countermeasures selected are to create data-driven media announcements to educate the public and law enforcement. Although roadside deaths prevention is not a topic

discussed in CTW, the Communications and Outreach countermeasures cited in other program areas will be used to inform the program development for this problem area. These countermeasures are chosen as a strategy because the ICJI-TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

### III. Project Information and Subrecipient Information 405H

**1. Project Name:** Preventing Roadside Death Media Campaign

**Project Description:** Highway Safety Officials continue to identify roadside fatality issues by conducting deeper data dives into concerning trends of Indiana’s traffic deaths. From five (5) cases in 2022 to thirteen (13) in 2023, fatal collisions have increased of motor vehicles striking individuals stopped outside of a disabled vehicle on the roadside by 160%. Areas of high speed combined with low visibility, such as the interstate or rural roadways, remain the most dangerous environments.

Despite the existence of a Slow Down, Move Over law in all states, the AAA Foundation for Traffic Safety found that nearly a quarter of people (23%) are unaware of the law in the state where they live. Additionally, the AAA Foundation found that among drivers who do not comply with Move Over laws at all times, 42% thought this behavior was somewhat or not dangerous at all to roadside emergency workers. Nationally, nearly 350 people are struck and killed every year while outside a disabled vehicle on the roadside. The ICJI-TSD will contract with media venues to promote the “Move Over” safety principle, impacting first responders, pedestrians, construction workers, and highway safety personnel including tow truck drivers. Through public safety education, this project will increase awareness through a proactive statewide media campaign.

**Location where the Project is Performed:** Statewide

**Affected Communities (if applicable):** N/A

**Federal Funding Source(s):** 405H

**Amount:** \$120,000.00

**Match:** \$30,000.00

**Project Agreement Number:** The ICJI-TSD will provide in a later amendment to the annual grant application.

**GTS Code:** M12BPE-2025-01-00-92

**Subrecipient(s):** The ICJI-TSD will provide in a later amendment to the annual grant application.

**Name and Type of Organization:** The ICJI-TSD will provide this in a later amendment to the annual grant application.

**Eligible Use of Funds:** Public Education Awareness

**Planning and Administration Costs:** Yes  No

**Promised Project:** Yes  No

# Indiana

## Traffic Records Strategic Plan

Plan Year 2024 - 2025

July 12, 2024









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*This Fiscal Year 2024 Traffic Records Coordinating Committee Strategic Plan was brought before the committee and approved during the TRCC Meeting held on June 20, 2024.*





## State Information

### Traffic Records Improvement Program Coordinator

(Person who is to be the first point of contact for questions related to the Strategic Plan or other traffic records-related questions.)

**Name:** Alexandria Palmer

**Title:** Traffic Records Analyst & Planner

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

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

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

**Email:** [alpalmer@cji.in.gov](mailto:alpalmer@cji.in.gov)





## TRCC Operational Authority

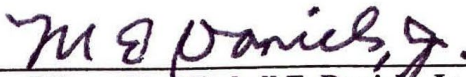
*The Indiana TRCC meets the following requirements of the legislation and federal register:*


- I. The TRCC has the authority to approve the Strategic Plan.
- II. The TRCC has the authority to review any of the state's highway safety data traffic records systems and to review changes to such systems before the changes are implemented.
- III. The TRCC includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor carrier agencies.
- IV. The TRCC provides a forum for the discussion of highway safety data and traffic records issues, and reports on such issues to the organization which create, maintain, and use such data.
- V. The TRCC considers and coordinates the view of organizations within the state that are involved in the administration, collection, and use of highway safety data and traffic records systems.
- VI. The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.
- VII. The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up to date.

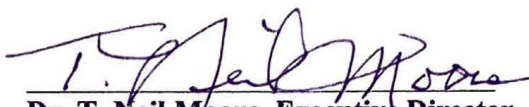


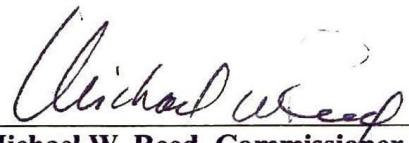


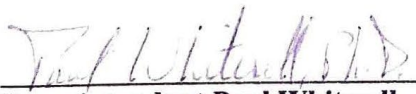
The Undersigned are committed to this Memorandum of Agreement and the Traffic Records Strategic Plan to the extent of committing resources both financial and personnel as witnessed by their signature effective June 15, 2009.

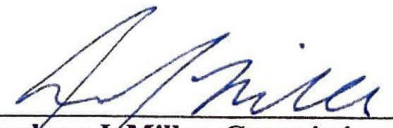
  
Honorable Mitchell E. Daniels, Jr.  
Governor, State of Indiana

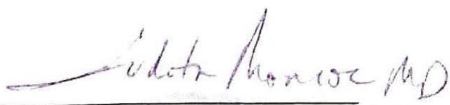
  
J. Sebastian Smelko  
Policy Director for Public Safety,  
Office of the Governor


  
Dr. T. Neil Moore, Executive Director  
Indiana Criminal Justice Institute  
(Public Safety/Enforcement Initiatives)

  
Michael W. Reed, Commissioner  
Indiana Department of Transportation  
(VMT, State Roadway Inventory)

  
Superintendent Paul Whitesell  
Indiana State Police  
(Crash Reports, Criminal Histories)

  
Andrew J. Miller, Commissioner  
Indiana Bureau of Motor Vehicles  
(Driver's Licenses, Vehicle Registrations)

  
Commissioner Judith Monroe, M.D.  
Indiana Department of Health  
(Injury Surveillance/Trauma Registry)

  
Joseph E. Wainscott Jr. Executive Director  
Indiana Department of Homeland Security  
(EMS and Fire Repository)





## Introduction

The purpose of this plan is to develop the framework for continuing a set of actions to improve the traffic records keeping process in Indiana. A Traffic Records Steering Committee, formed in 1998, and is now known as the Traffic Records Coordinating Committee (TRCC). The TRCC is comprised of the major stakeholders involved in the investigation of highway crashes. This group will take the primary responsibility for implementation of the plan. This plan has been developed as a product of the committee and the recommendations given by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team's report dated May 10, 2018.

The plan is based upon the TRCC membership having the authority to design and implement a new traffic record keeping process. Recognizing the multitude of tasks necessary, work groups linked to the steering committee have been created with specific tasks assigned.

The plan seeks cooperation of all involved and affected parties. It addresses the existing weaknesses and utilizes best available technology. Successes of other states are studied for compatibility and inclusion into the Indiana design.

The culmination of the process is a system that will have significant benefits to each of the stakeholders, providing more timely and accurate information, and allowing Indiana to operate effectively well into the 21<sup>st</sup> century. The product of this process will allow for better data-driven strategies, reduce the number of lives lost and injuries sustained on Indiana highways, and reduce the economic impact on State resources.

The Indiana Criminal Justice Institute's Office of Traffic Safety supports the Indiana Traffic Records Coordinating Committee (TRCC). The state uses the advisement of the TRCC to guide resources used to improve the traffic records system. The Code of Federal Regulations 23 CFR 1300.22 requires the state to have a multi-year strategic plan that performs the following:

- Describes specific, quantifiable, and measurable improvements anticipated in the state's core safety databases. These databases are crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle.
- Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year before the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.
- Includes a list of all recommendations from the state's most recent highway safety data and traffic records assessment.
- Identifies which recommendations the state intends to implement, and which Improvement Measure Baseline Data will be used to demonstrate quantifiable and measurable improvement.
- For recommendations the state does not intend to implement, provide an explanation.

The plan guides the state's traffic records improvement efforts while addressing recommendations from the 2018 Traffic Records Assessment.

The updated Traffic Records Strategic Plan will serve the state by completing the following objectives:

- Address the opportunities noted in the most recent Traffic Records Assessment.
- Identify traffic records improvement projects aimed at addressing these opportunities.





## Indiana TRCC Background

The Indiana TRCC is responsible for guiding the overall design and development of the state's traffic safety information systems. This entity was established in 1998 in response to the Transportation Equity Act for the 21<sup>st</sup> Century. The current Code of Federal Regulations (23 CFR 1300.22) maintains the requirement for a state to have a TRCC. There is at least one agency representing each of the core traffic records systems within the TRCC. Each is committed to the improvement of timeliness, accuracy, completeness, uniformity, accessibility, and data integration for the systems they represent.

## TRCC Membership

Indiana has a one level TRCC which carries out both policy and program level responsibilities.

The policy level represents each of the core traffic records system components. The members of this group hold policy leadership positions within the state agency.

The program level carries out guidance by identifying and applying resources and technical skills from their respective agencies. They are an assortment of data managers, users, collectors, and other stakeholders. While many belong to the state agencies represented, there are also members of local organizations involved with the core traffic records systems. This group is primarily responsible for reviewing traffic safety information system data, and processes, and evaluating efforts to keep the systems up to date.

*(Membership Roster on Page 26)*

## TRCC Meeting Schedule

The TRCC met three times during FY 2024

- January 18<sup>th</sup>, 2024
- March 21<sup>st</sup>, 2024
- June 20<sup>th</sup>, 2024





## Project Prioritization

The typical grant proposal process is documented here:

Application proposals are submitted to the State Highway Safety Office for review.

Upon completion of proposal review the applications are presented before the TRCC for review and approval.

The proposals are then taken back to the State Highway Safety Office for inclusion in the Highway Safety Plan.

<b>Traffic Records Strategic Plan Development</b>	
January / February	Review for high priorities, update 405c Funding Proposal.
March	Call for proposals, collect info on requests for funding for 405c and other.
April	405c Applicants present on proposals, questions, TRCC to suggest others.
May	Project selection, TRSP update, project prioritization and funding reviewed.
June	Projects reviewed with State Highway Safety Office and included in HSP.
July	Triennial HSP and / or Updates Due by July 1st
August / September	Grants handled through Intelligrants process, Contracts through SCM.
October	Grants / Contracts begin.





## Traffic Records Strategic Initiatives

The Traffic Records Strategic Plan (TRSP) provides a strategic approach to system improvements to the State Traffic Records System. This section of the plan provides the vision and mission as agreed upon by the members of the Indiana TRCC. The vision and mission will guide the direction of the improvement opportunities of the traffic record system. The 2018 Traffic Records Assessment provided a comprehensive list of recommendations that can guide the state's improvements using the Traffic Records Advisory as a reference. This section also includes a list of opportunities organized by the six core traffic records system components.

### Vision Statement

"To provide an environment that significantly reduces death, injury, and economic costs on Indiana highways that will result in safer roads for all the citizens and visitors to the State."

### Mission Statement

"To create an integrated traffic records system through a collaboration of all local, state, and federal entities responsible for motor vehicle safety."

### TRCC Goals

The TRCC does this by:

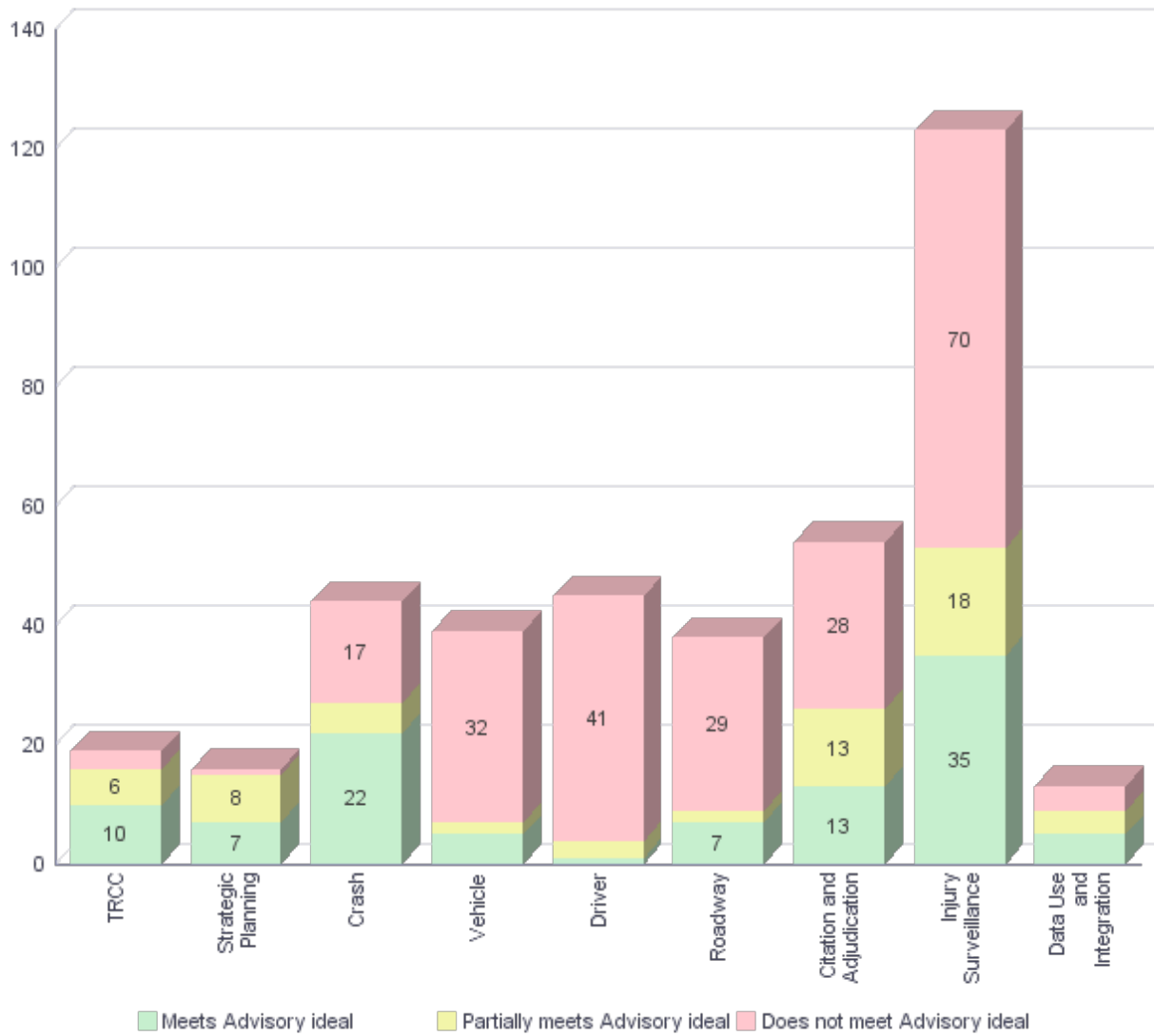
- Ensuring the collection of complete, timely, and accurate data
- Fostering productive partnerships.
- Seeking input from traffic records stakeholders.
- Producing data standards.
- Enhancing, maintaining, and integrating high-quality data.
- Identifying resources to accomplish TRCC goals and objectives.













Figure 1: Rating Distribution by Module





**Figure 2: Assessment Section Ratings**

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

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

## Recommendations

Figure 2 shows the aggregate ratings by data system and assessment module. Each question’s score is derived by multiplying its rank and rating (very important = 3, somewhat important = 2, and less important = 1; meets = 3, partially meets = 2, and does not meet = 1). The sum for each module section is calculated based upon the individual question scores. Then, the percentage is calculated for each module section as follows:

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

The cells highlighted in red indicate the module sub-sections that scored below that data system’s weighted average. The following priority recommendations are based on improving those module subsections with scores below the overall system score.

According to 23 CFR Part 1200, §1200.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

*“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the Improvement Measure Baseline Data to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”*





## Traffic Records Assessment Recommendations

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### Crash Recommendations

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### Vehicle Recommendations

Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### Driver Recommendations

Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### Roadway Recommendations

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.





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### Citation and Adjudication Recommendations

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Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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### Injury Surveillance Recommendations

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Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.





## Traffic Records Recommendations Update

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

### Crash Recommendations

1. *Improve the interfaces with the crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will coordinate with ARIES, FARS, Purdue University, Indiana University Public Policy Institute, the Bureau of Motor Vehicles (BMV), and the Department of Transportation (INDOT) to improve the interfaces with the crash data system.

**Status:** **In Progress.** We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

Indiana’s ARIES Database tracks all crash records for the state. Currently, all agencies in Indiana are required to report to ARIES 6. Maintaining accurate Traffic Records is crucial to the performance of all grant-funded activities & data-driven predictions of future goals.

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

2. Improve the data quality control program for the crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.





**Action:** The SHSO will work with ARIES, the BMV, and INDOT to improve the system for edit checks and validation of data accuracy.

**Status:** **In Process.** We will continue to engage with agency stakeholders to continue to seek out ways to address the recommendations.

Indiana’s ARIES Database tracks all crash records for the state. All agencies are now required to report in ARIES 6. Agencies work alongside one another to identify data shortcomings & overall improve the quality of reporting. Maintaining accurate Traffic Records is crucial to the performance of all grant-funded activities & data-driven predictions of future goals.

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





## Vehicle Recommendations

3. *Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Assessment Advisory.*

**Action:** The SHSO will work with the BMV to improve the description and contents of the Vehicle data systems.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

4. *Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV to improve the data dictionary pertaining to Vehicle.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





- 5. *Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV, the Indiana Supreme Court (JTAC) and ARIES to improve the vehicle data system as to process flow from citation/crash report to submission in the BMV’s system and the citation/adjudication system.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

- 6. *Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV to improve data audits and validation regularly.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:







## Driver Recommendations

7. *Improve the description and contents of the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV and ARIES to improve the contents of the Driver data system through the BMV’s driver data system (STARS).

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

8. *Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV and ARIES to improve the applicable guidelines for the Drive data systems.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





- 9. *Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV and ARIES to improve the data dictionary for the Driver data system.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

- 10. *Improve the data quality control program for the driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the BMV to develop a system for data edits and validation that can be used regularly to confirm data reliability.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





## Roadway Recommendations

11. *Improve the data dictionary for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with INDOT and ARIES to improve data dictionary pertaining to the roadway.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

12. *Improve the procedures/ process flows for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with INDOT and ARIES to improve data flow procedures about the roadway.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





13. *Improve the data quality control program for the Roadway data system that reflects the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with INDOT to ensure that data edits and validation procedures are implemented on a regular basis to improve data quality.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





## Citation / Adjudication Recommendations

14. *Improve the applicable guidelines for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with JTAC to improve the applicable guidelines for the Citation and Adjudication systems.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:

15. *Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with JTAC to increase the number of agencies reporting to the eCWS system as well as the number of courts reporting to the Odyssey system.

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

**Attribute Affected:** Timeliness

**Performance Measure:** The performance measure for this project is citation/adjudication system timeliness (C/A-T-1), measured by the median/mean number of days from the date the citation is issued to the date the citation is entered into the statewide citation database.

Type	Label	Agency

2024-2026 HSP Project:





16. *Improve the data quality control program for the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with JTAC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

**Status:** In Process

**Attribute Affected:** Integration

**Performance Measure:** The performance measure for this project is citation/adjudication system timeliness (C/A-I-1), measured by the percentage of appropriate records in the citation files that are linked to another system or file.

Type	Label	Agency

2024-2026 HSP Project:





## EMS / Injury Surveillance Recommendations

17. *Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO has already been in communication with the Indiana State Department of Health (ISDH) and the Department of Homeland Security (DHS) to improve the interface with the injury surveillance systems.

**Status:** In Process

**Attribute Affected:** Integration

**Performance Measure:** The performance measure for this project is citation/adjudication system timeliness (I-T-2), measured by the percentage of EMS patient care reports entered the State EMS discharge file within XX days after the EMS run.

Type	Label	Agency

2024-2026 HSP Project:

18. *Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.*

**Action:** The SHSO will work with the ISDH and IDHS to ensure that quality control data edits and validation systems are also implemented.

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

**Attribute Affected:**

**Performance Measure:**

Type	Label	Agency

2024-2026 HSP Project:





## Traffic Records Coordinating Committee Roster

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





No.	Planned Activity	Fund Source ID	GTS - Planning Activity Number	changes made per AGA questions	Planned Activity Code	FY25 Funding Request 402	FY25 Funding Request 405	FY25 Funding Request 164	Match	Project Agreement Number	Subrecipient
21	Breath Testing Enhancement Program	405C	M3DA-2025-01-00-63		M3DA		\$ 80,000.00		\$ 37,500.00		Indiana State Department of Toxicology
16	Center for Road Safety	405C	M3DA-2025-01-00-62		M3DA		\$ 350,000.00		\$ 85,000.00		Purdue University
4	Child Passenger Safety Program Management	405B	M1CPS-2025-01-00-42		M1CPS		\$ 60,000.00		\$ 21,250.00	N/A	ICJI-TDS
6	Child Passenger Safety Specialists (CPSS)	405B	<del>M1TR-2025-01-00-44</del>	B1CPS_US	M1TR	\$ -	\$ 200,000.00		\$ 50,000.00	PO: 20003408/Contract: N/A	Computer Aid Inc
5	Child Restraint Training and Distribution Program (CRTD)	405B	M1CPS-2025-01-00-43 <del>UNATTD</del>	ADDED 402 PLEASE USE UNATTD	M1CPS	\$ 150,000.00	\$ 750,000.00		\$ 187,500.00	Contract: 77835	Indiana University
8	Click It To Live IT (CITLI)	402	OP-2025-01-00-05		OP	\$ 4,500,000.00			\$ 1,000,000.00		
15	Crash Mapping Secondary Crash Reduction (CMAP)	405C	M3DA-2025-01-00-61		M3DA		\$ 800,000.00		\$ 160,000.00		Purdue University and Indiana Association of Certified Accident Investigators
27	Drug Recognition Expert Training Program	405D	FDLPEM-2025-01-00-87		FDLPEM		\$ 1,200,000.00		\$ 300,000.00	Contract: 79258	Dedicated Training Resources LLC, University of Albany Institute for Traffic Safety Management and
9	DUIITF	164	ENF_AL-2025-01-00-22		ENF_AL			\$ 1,300,000.00	\$ -		
20	Excise Enforcement Program.	164	ENF-AL-2025-01-00-26		ENF_AL			\$ 310,000.00			Indiana State Excise Police
19	Ignition Interlock Management	164	II_AL-2025-01-00-25		II_AL			\$ 85,000.00		PO: 3629	Computer Aid Inc
18	Impaired Driving Program Management	164	LET_AL-2025-01-00-23 164PA-2025-01-00-24		LET_AL 164PA			\$ 700,000.00		N/A	ICJI-TDS
14	<del>Indiana Law Enforcement Traffic Safety Recognition and Training Event</del>	402	<del>PT-2025-01-00-07</del>	REMOVED	PT	<del>\$ -</del>			<del>\$ 37,000.00</del>		ICJI-TDS
23	Indiana State Police (ISP) High Visibility Enforcement	402	PT-2025-01-00-09		PT	\$ 1,165,000.00			\$ 388,000.00		Indiana State Police
26	Judicial Outreach Liaison (JOL)	405D	FDLCS-2025-01-00-86		FDLCS		\$ 43,200.00		\$ 10,800.00	Contract: 79261	Penrod Traffic Safety Consulting, LLC
13	Law Enforcement Liaisons Program	405Dflex	FDL*PT-2025-01-00-83		FDL*PT		\$ 800,000.00		\$ 200,000.00	Computer Aid Inc (subcontractor) PO: 20002455	Computer Aid Inc
25	Law Enforcement Phlebotomy Program (LEPP)	164	LET_AL-2025-01-00-27		LET_AL			\$ 250,000.00			Vincennes University
28	Motorcycle "Share the Road" Media Campaign	405F	M11MP-2025-01-00-90		M11MP		\$ 120,000.00		\$ 30,000.00		
11	Motorcycle High Visibility Awareness	405D flex	<del>FDL*PT-2025-01-00-81</del>	FDLHVE	FDL*PT		\$ 104,000.00		\$ 20,800.00		
3	Occupant Protection Management	402	OP-2025-01-00-03		OP	\$ 80,000.00			\$ 25,000.00	N/A	ICJI-TDS
17	On-Site Outreach and Education	402, 405DFlex	CP-2025-01-00-08 <del>FDL*TS</del>	FDL*TS	CP FDL*CP	\$ 250,000.00	\$ 1,250,000.00	\$ -	\$ 125,000.00	Contract: 71734	Alliance Highway Safety
12	Ped-Bike Non-Motorist Safety	405D flex	FDL*PS-2025-01-00-82		FDL*PS		\$ 125,000.00		\$ 31,250.00		
29	Preventing Roadside Death Media Campaign	405H	M12BPE-2025-01-00-92		M12BPE		\$ 120,000.00		\$ 30,000.00		Contractor
10	Stop Arm Violation Enforcement (SAVE)	402	PS-2025-01-00-06		PS	\$ 1,300,000.00			\$ 200,000.00		
7	Teen Traffic Safety and Education	405B flex, 402, 164, 405E	M1*TSP-2025-01-00-41 TSP-2025-01-00-04 EDU_AL-2025-01-00-21 <del>B8A*TSP-2025-00-81</del>	B8LPE	M1*TSP TSP EDU_AL	\$ 180,000.00	\$ 320,000.00	\$ 250,000.00	\$ 125,000.00	Impact Teen: Contract: 80654 MADD: Contract: 79331	Impact Teen/MADD
22	Toxicology Backlog Reduction	405D	FDLBAC-2025-01-00-84		FDLBAC		\$ 250,000.00		\$ 37,500.00		Indiana State Department of Toxicology
32	Traffic Records FARS Program	405C	M3DA-2025-01-00-66		M3DA		\$ 125,000.00			is this staff?	ICJI-TDS
30	Traffic Records Program Management	405C	M3DA-2025-01-00-64		M3DA		\$ 125,000.00		\$ 32,000.00	is this staff?	ICJI-TDS
31	Traffic Records Research and Analysis of Data	405C	M3DA-2025-01-00-65		M3DA		\$ 170,000.00		\$ 42,500.00	TBD	Indiana University
24	Traffic Safety Resource Prosecutor (TSRP)	405D flex	FDL*TC-2025-01-00-85	FDLCS	FDL*TC		\$ 425,000.00		\$ 106,250.00	MOU_TSIP-2025_00017_85274	Indiana Prosecuting Attorneys Council
1	Traffic Safety Support	402	PA-2025-01-00-01		PA	\$ 375,000.00			\$ 375,000.00	N/A	ICJI-TDS
2	Traffic Safety Travel and Training	402	PT-2025-01-00-02		PT	\$ 225,000.00			\$ 55,000.00	N/A	ICJI-TDS

ADD A P ON THE END OF FDL\*TSP/ my fault in the letter snrv

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\$ 8,225,000.00 \$ 7,417,200.00 \$ 2,895,000.00 \$18,537,200.00

## Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Indiana

Fiscal Year: 2025

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or



structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an



erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

## CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE** **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

### **POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:



- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**[Click here to validate form fields and permit signature](#)**



7/24/25

Signature Governor's Representative for Highway Safety

Date

Devon McDonald, Executive Director

Printed name of Governor's Representative for Highway Safety

**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: \_\_\_\_\_

Fiscal Year: \_\_\_\_\_

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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**PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at \_\_\_\_\_ (location), that include estimates of the total number of classes and 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.



**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*  
\_\_\_\_\_
  
- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*
    - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;  
\_\_\_\_\_
    - Coverage of all passenger motor vehicles;  
\_\_\_\_\_
    - Minimum fine of at least \$25;  
\_\_\_\_\_
    - Exemptions from restraint requirements.  
\_\_\_\_\_
  
- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).
  
- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).
  
- The State's comprehensive occupant protection program is provided as follows:
  - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
  - Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
  - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

- The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically:
  - Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    - \_\_\_\_\_
- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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  - Identify all alcohol-ignition interlock use exceptions.

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- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

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  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

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  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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- Identify list of alcohol-ignition interlock program use violations;
- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
    - *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
    - *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
\_\_\_\_\_

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from youth cell phone use ban  
\_\_\_\_\_

**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

**Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- Motorcycle Safety Foundation Basic Rider Course;
  - TEAM OREGON Basic Rider Training;
  - Idaho STAR Basic I;
  - California Motorcyclist Safety Program Motorcyclist Training Course;
  - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at \_\_\_\_\_  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the



grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is the Indiana Bureau of Motor Vehicles, specifically Ride Safe in Indiana.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Page 43 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, 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.
- In the annual grant application at Page 43 (location), the projects demonstrating 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, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

□ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

□ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

- Applying as a Law State—
  - The State law or regulation requires 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(s):*  
\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that 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(s):*  
\_\_\_\_\_.

- Applying as a Data State—
  - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

\_\_\_\_\_.

- Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

\_\_\_\_\_ (location).

- Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

\_\_\_\_\_ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

\_\_\_\_\_ (location).

## **PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.



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Signature Governor's Representative for Highway Safety

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Date

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Printed name of Governor's Representative for Highway Safety