FY 2020 Highway Safety Plan

Contents

Highway Safety Plan

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

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	907.7
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	3497.4
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.1
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	223
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	198
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	217
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	119
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	85
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	113
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	92.4
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	14.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	92.2
13	Fatalities Per 100 Million Vehicle Miles Traveled- Rural	5 Year	2016	2020	1.79
14	Fatalities Per 100 Million Vehicle Miles Traveled- Urban	5 Year	2016	2020	.60
15	Motorcycle Fatalities Per 100k Registrations	5 Year	2016	2020	51.42

16	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	5 Year	2016	2020	.25
17	Children Aged 15 and Under Killed in Traffic Collisions	5 Year	2016	2020	32

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

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

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

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

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	3497.4	5 Year	2016

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

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

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

Performance Target details

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

Performance Target Justification

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

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

Performance Target details

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

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

The number of unrestrained passenger vehicle fatalities performance target is figured off of a five year rolling average. Indiana's targets for 2018 2019 and 2020 are 215 217 223.

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

Performance Target details

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

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

To calculate this target, Indiana did a five year rolling average for 2018 2019 2020 targets are 193 192 198**.**

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

Performance Target details

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

Performance Target Justification

The performance target for speeding-related fatalities is calculated by a five year rolling average. Indiana's targets for 2018 2019 and 2020 are 215 215 217.

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

Performance Target details

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

Performance Target Justification

The performance targets for motorcyclist fatalities is calculated by a rolling five year average. Indiana's targets for 2018 2019 and 2020 are 119 120 119.

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

Performance Target details

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

Performance Target Justification

The performance targets for unhelmeted motorcyclist fatalities is calculated by a rolling five year average. Indiana's targets 2018 2019 and 2020 are 85 86 85.

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

Performance Target details

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

Performance Target Justification

The performance targets for Drivers age 20 or younger involved in fatal crashes is calculated by a rolling five year average. Indiana's targets for 2018 2019 2020 are 108 109 113.

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

Performance Target details

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

Performance Target Justification

The performance targets for pedestrian fatalities are calculated by a rolling five year average. Indiana's targets for 2018 2019 and 2020 are 88 90 92.4. *C-10*

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

Performance Target details

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

Performance Target Justification

The performance targets for bicyclists fatalities are calculated by a rolling five year average. Indiana's targets for 2018 2019 and 2020 are 14 14 14.

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

Performance Target details

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

Performance Target Justification

The performance target for observed seat belt use for passenger vehicles are calculated by a rolling five year average. Outcome Measure Targets **2018 2019 2020** B-1 **Observed Seatbelt Usage Rate (%)** 91.82 91.8 92.2. We did this calculation because it is a NHTSA mandate to do

a rolling average for performance targets. We chose a 5 year rolling average due to it producing a number closer to the annual figures. A three year rolling average would be numbers based on all targets and not have any verified numbers as part of the equation for the 2020 target.

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

Performance Target details

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

Performance Target Justification

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

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

Performance Target details

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

Performance Target Justification

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

Performance Measure: Motorcycle Fatalities Per 100k Registrations

Performance Target details

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

Performance Target Justification

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

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

Performance Target details

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

Performance Target Justification

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

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

Performance Target details

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

Performance Target Justification

Indiana calculated this target by doing a five year rolling average. Indiana's target for 2018 2019 and 2020 are 32 30 32.

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

I certify: **Yes**

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

Seat belt citations: **46311**

Fiscal Year A-1: **2017**

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

Impaired driving arrests: **5966**

Fiscal Year A-2: **2017**

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

Speeding citations: **50244**

Fiscal Year A-3: **2017**

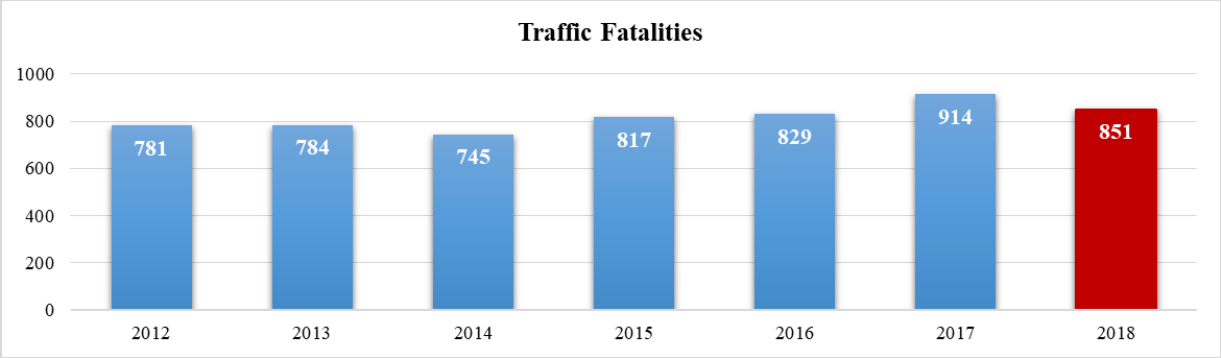
Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

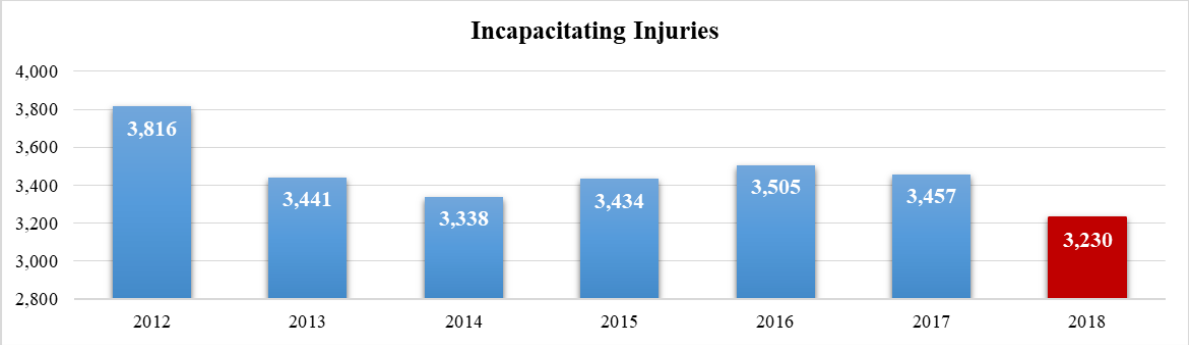
Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact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

Traffic Fatalities 2012-2018



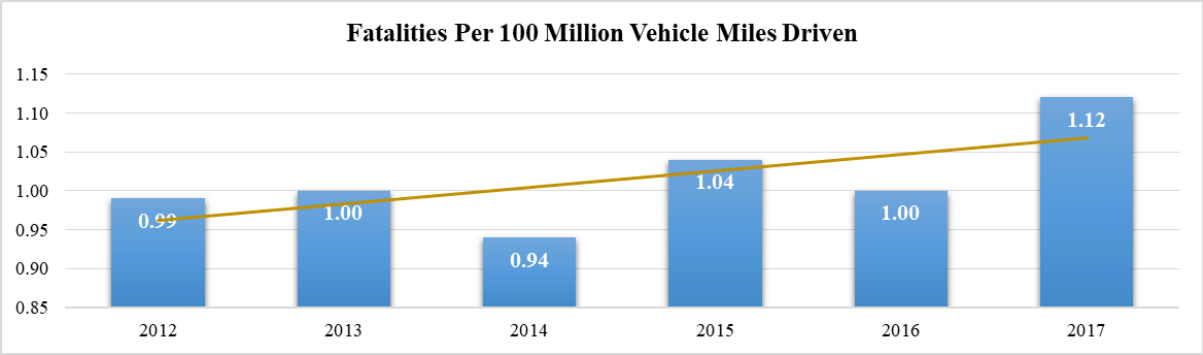
Sources: FARS and 2018 from ARIES

Incapacitating Injuries 2012-2018



Sources: FARS and 2018 from ARIES

Fatalities per 100 Million Vehicle Miles Driven 2012-2018



Source: FARS

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

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

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

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

Objectives

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

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

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

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

5. Maintain an integrated calendar of paid and earned media events.

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Communications (Media)**

Project Safety Impacts

ICJI will use a variety of integrated communications tactics to publicize police enforcement of Indiana traffic laws, including seat belts, child restraints, school bus stops, speeding, aggressive driving, distracted driving and graduated driver's licenses. The latest available crash data, along with enforcement mobilization times and jurisdictions involved, will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and event marketing will make up the majority of ICJI's impaired-driving communications budget with a smaller amount of funding anticipated to support and partner with other state agencies and local law-enforcement subgrantees on earned news media coverage and organic social-media posts. ICJI anticipates working through the State of Indiana advertising agency to secure the best possible ad inventory and through Alliance Highway Safety on sports and event marketing. For both, ICJI will give priority focus to national and statewide enforcement mobilizations detailed in the next section while minimizing overlap and conflict with the separate traffic-safety campaigns in this Marketing and Communications Program Area that are not related to impaired driving. ICJI will complement national advertising and publicity by customizing NHTSA materials for Indiana

news media outlets and advertising formats. The mix of advertising mediums will be selected based on ad creative available, budget and target demographics. Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, geographic areas they serve and target demographics.

Linkage Between Program Area

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

1. Publicized Sobriety Checkpoints
2. High-Visibility Saturation Patrols
3. Integrated Enforcement
4. Mass Media Campaigns
5. Underage Drinking Enforcement Countermeasures
6. Alcohol-Impaired Motorcyclists: Detection, Enforcement and Sanctions
7. Short-term High-Visibility Child Restraint/Booster Law Enforcement
8. Communications and Outreach Supporting Speeding and Aggressive Driving Enforcement
9. Enforcement of GDL and Zero-Tolerance Laws

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

Rationale

As alcohol-impaired crashes, injuries and deaths decline, ICJI plans to give equal weight to marketing and communications planned activities for drugged driving, for which Indiana crashes, injuries and deaths remain consistent or increasing. Planned statewide impaired-driving enforcement mobilizations include Safe Family Travel in November and December, St. Patrick's Day in March and the national Drive Sober or Get Pulled Over in August and September. Paid advertising and event marketing will begin about one week before, and continue through, these statewide and national mobilizations. Where there are gaps in enforcement-oriented ad flights, ICJI will sustain the traffic-safety message to include matters not enforceable or easily enforced

under Indiana law (child restraints over age 8 and distracted drivers over age 21) and at a reduced level through “social norming” awareness. National campaigns for which NHTSA makes creative available include the Super Bowl in early February, the July 4th travel holiday, Halloween in late October and the Holidays in late December. Sports and event marketing for impaired-driving enforcement, general traffic enforcement, and "social norming" awareness is anticipated at Indiana venues for basketball, hockey and baseball, motorcycle rides, concerts, state and county fairs that draw attendees from wider geographic areas. The motorcycle campaign is for all drivers on the roads to be aware that they are sharing the road with motorcycles.

Planned activities in countermeasure strategy

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

Planned Activity: Publicizing Traffic Enforcement and Social Norming Awareness

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

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

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

Intended Subrecipients

State Marketing Advertising Agencies
Sports and Event Marketing Vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low	405d Low Paid Advertising	$413,500.00	$103,375.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$250,000.00	$62,500.00	$62,500.00

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

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

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

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

Intended Subrecipients

State Marketing Advertising Agencies

Sports and Event Marketing Vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

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

Planned Activity: Click It or Ticket/Local Heroes

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

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

These funds will be used to develop and run a highly targeted statewide occupant protection media campaign (Hometown Heroes) supporting the national Click it or Ticket campaign.
Creative elements will feature law enforcement officers in (1) low seat belt usage rate counties, and/or (2) counties with an overrepresentation of unrestrained collisions, injuries or fatalities, and/or (3) residential counties of at-fault unrestrained drivers. The following media formats will be considered for reaching target audiences in each county: network and cable television, radio, digital/social media and out-of-home.
Budget: $200,000

Intended Subrecipients

State Marketing Advertising Agencies

Sports and Event Marketing Vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

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

Planned Activity: Motorist Awareness of Motorcycles

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

Primary Countermeasure Strategy ID: **Communication Campaign**

Planned Activity Description

The latest crash data available will inform an integrated communications campaign to educate car and truck drivers of safe-driving practices around motorcycles. Paid advertising purchases and sponsorship of events and sports teams will make up the majority of ICJI's communications budget for motorist awareness of motorcycles. Motorcycles return to the roads each spring as temperatures rise and chances diminish for ice or snow. According to recent Crash Fact publications, injury and fatal crashes involving motorcycles increase dramatically between March and April.

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

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

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

Budget: $50,000

Intended Subrecipients

State marketing advertising agencies
Sports and event marketing vendors

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

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

Program Area: Impaired Driving (Alcohol)

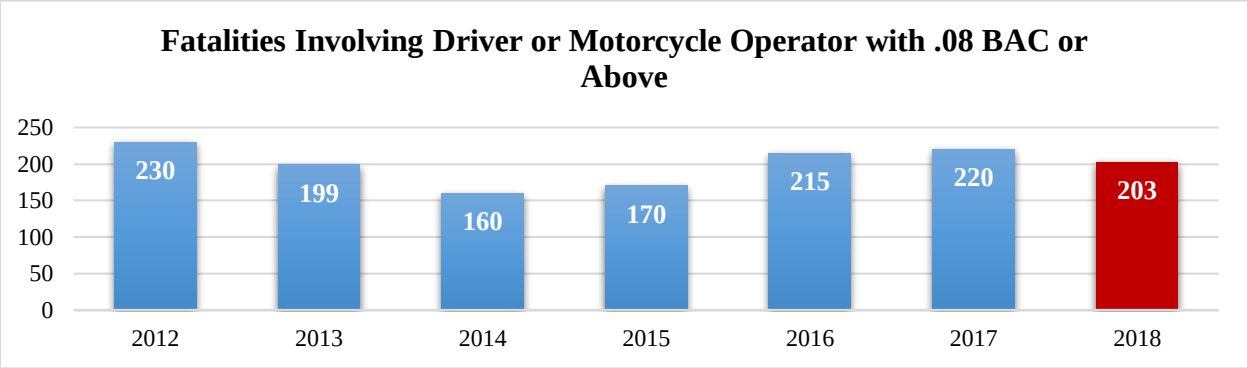
Description of Highway Safety Problems

In 2017, there were 220 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 2.3 percent increase from 2016. These fatalities account for 220 of the 800 fatalities in 2017, or 27% of fatalities in Indiana. In 2018, it is currently projected that there were 203 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which would be a 7.7% decrease from 2017.

The number of impaired driving citations and arrests during grant-funded enforcement activities has decreased since 2012, by 25 percent in 2016 with this decreasing trend continued in 2017 by an estimated 24.5 percent. In 2013, 29,319.09 hours were worked by agencies participating in DUI. Hours worked during DUI enforcement decreased by 12 percent from 2013 to 2017 (25,789.36 hours). An average of 0.23 DUI citations were written per hour in 2017. When accounting for fewer hours worked there was only a 2 percent reduction in citations written in 2017 when compared to 2013.

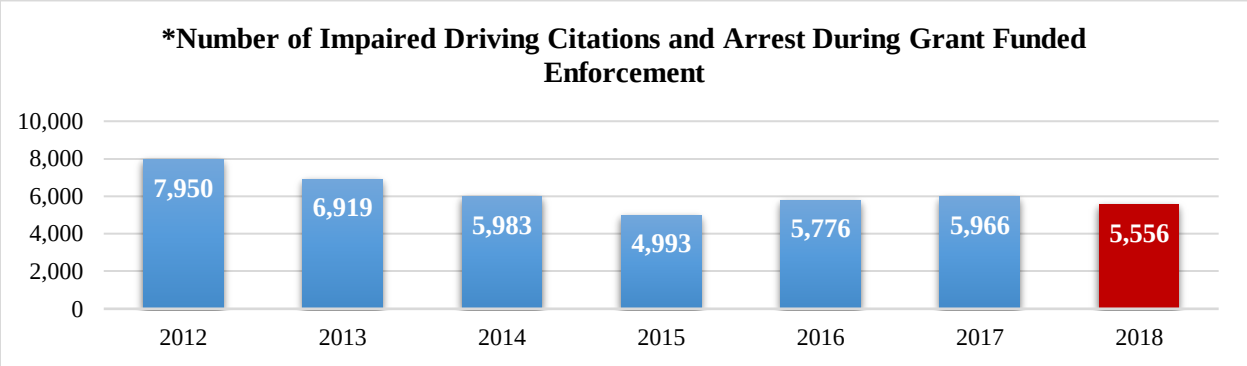
In 2017, the highest rates of alcohol impairment in collisions for females were aged 37-40 and males were aged 25-28. Summer months more than any other are representative of impaired driving collisions than any other season. Urban areas represented the greatest likelihood of alcohol-impaired fatal collisions in 2017, with 69.1 percent of alcohol-impaired collisions occurring in this locale. More information is provided in the Indiana visualization maps below. To summarize, per 10,000 (left map) the southeast region of Indiana has the highest average impaired collisions per country than any other regions. However, looking at Indiana based on total number of impaired collisions (right map) the Middle East region appears to have the highest number of impaired collisions. Depicted by the darker red countries. It is recommended that funds be allocated to these higher impaired collision rate regions.

Figure 1: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2012-2018



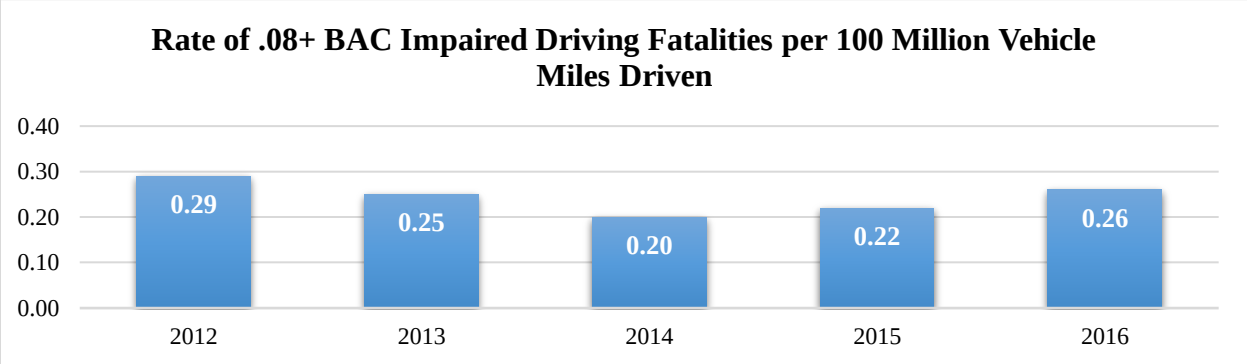
Source: FARS

Figure 2: Impaired Driving Citations & Arrests During Grant-Funded Enforcement Activities 2012-2018



Source: FARS

Figure 3: Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles 2012-2016



Source: FARS

Figure 4: Impaired collisions per county 2018 (red) and Impaired collision rate per 10,000 population (green)

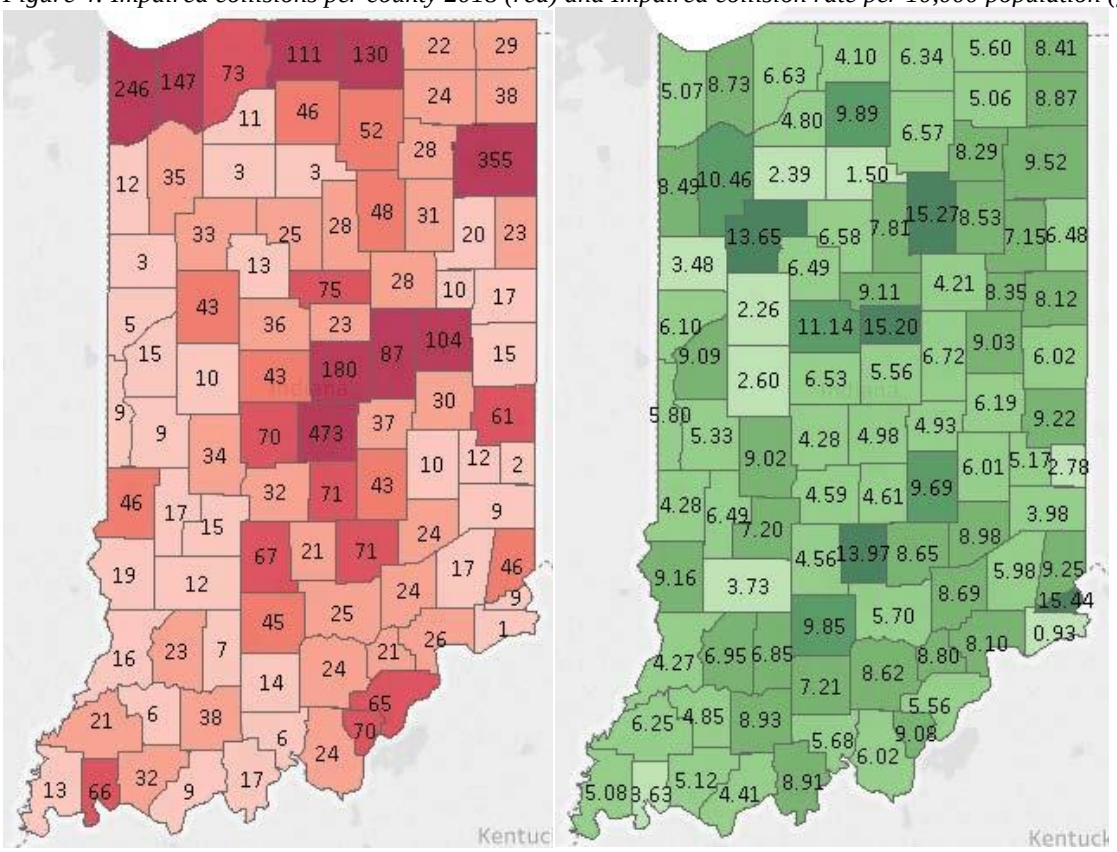


Figure #: Counties that Receive DUI Funds (Orange counties receive funds, blue counties do not)

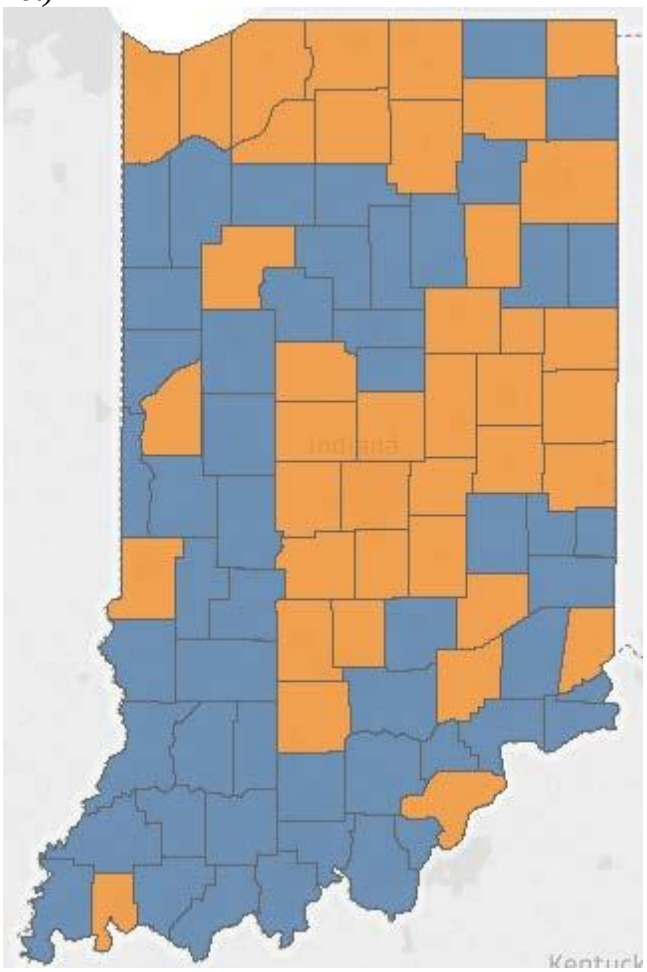
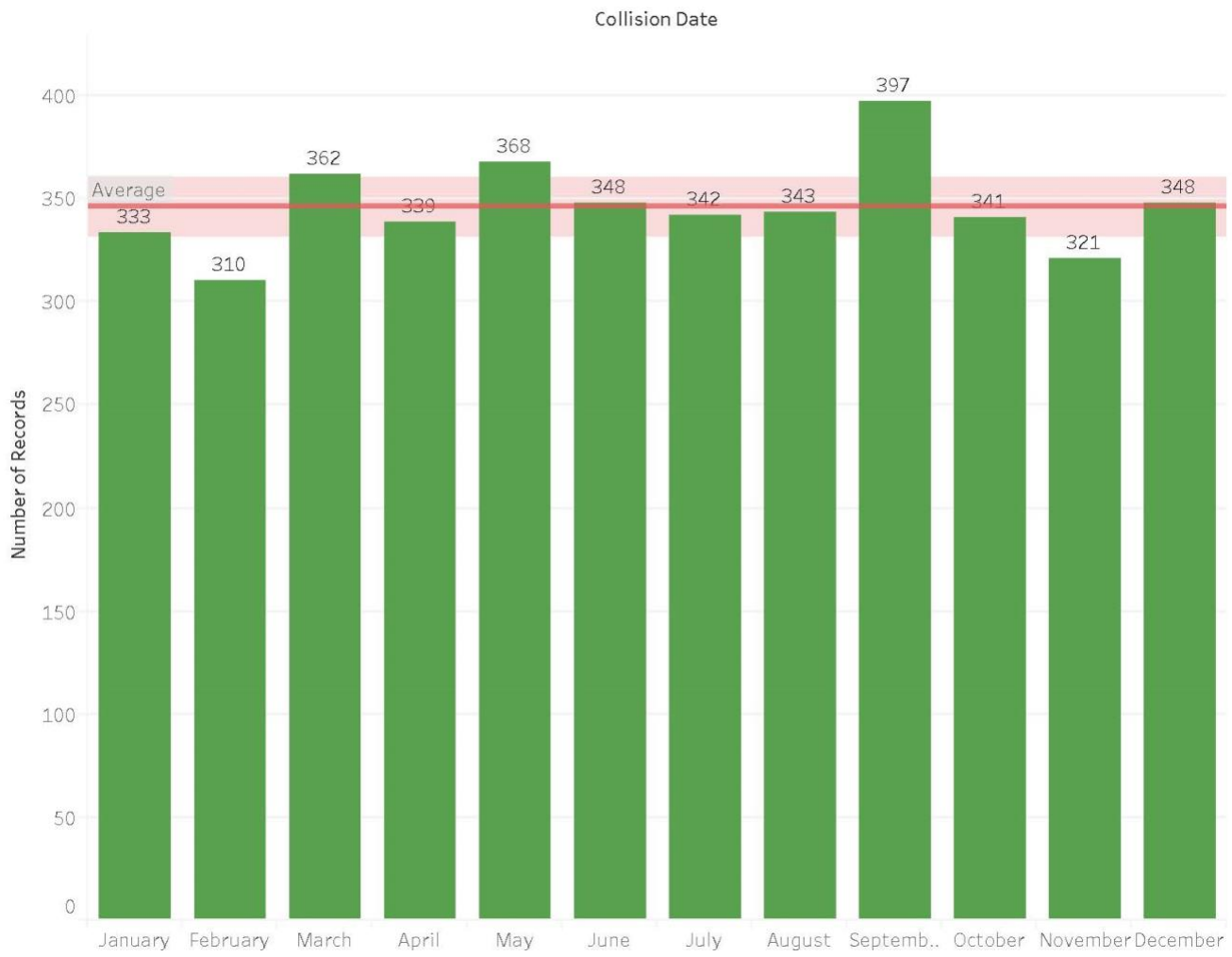


Figure #: Impaired Collisions by Month in 2018



Performance Measures and Targets:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2011	2012	2013	2014	2015	2016	2017	2013-2017	2017^	2018	2019	2020	Data Source
C-5	Fatalities Involving Driver or Motorcycle Operator with .08	207	230	199	160	170	215	220	192.8	171	193	192	198	FARS
A-2	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	7,907	7,950	6,919	5,983	4,993	5,776	5,966	5927.4	-	-	-	-	OPO
	DUI Hours Worked	27,616.70	27,478.32	29,319.09	28,315.92	25,524.31	25,112.59	25,789.36	26,812.25					OPO
	Average DUI Citations Written per Hours Worked	0.29	0.29	0.24	0.21	0.20	0.23	0.23	0.22					OPO
18	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.27	0.29	0.25	0.20	0.22	0.26		0.2325	0.22	0.23	0.23	0.23	FARS

See Figure 2 on page 10 for notations

Associated Performance Measures

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

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Impaired Driving (Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

Most impaired collisions occur during the summer when schools let out (May-September). The data demonstrates that there is a need for continued enforcement throughout the summer. Indiana's impaired collisions increased in 2017 and citations have decreased. We are requesting $400,000 in 164 Alcohol Penalty funds. The top thirty counties will have priority, but

if there are still funds available other counties that demonstrate a need may be awarded this funding. This funding will be used to pay for officer overtime hours to continue enforcement.

Rationale

The funds could assist in increasing citations and arrests. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure strategy was chosen due to high visibility being a proven strategy for combating impaired driving. Drivers who are aware enforcement is occurring will think twice before getting behind the wheel when impaired.

Planned activities in countermeasure strategy

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

Planned Activity: Summer Impaired Driving Enforcement Project

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

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Local law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

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

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Impaired Driving (Alcohol)**

Project Safety Impacts

The Impaired driving management will be part of each regional grant managers' duties. Each manager will oversee the impaired driving grants for their region(s). The grant managers will help each region lower their impaired collisions and increase citations through grant funding.

Linkage Between Program Area

The maps above demonstrate that all regions, excluding the Southwest region, have one county that has a rate of 10 impaired collisions per 10,000 population. The program managers will help the LELs in identifying these counties and providing in-person and in-office help to their region to lower those collision numbers. The allocated 402 funds of $75,000 will help pay for the salary and travel of the grant managers.

Rationale

This countermeasure was selected to support the regional program managers monitoring impaired enforcement grants. This countermeasure strategy does not directly involve the national mobilizations directly, but the regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations.

Planned activities in countermeasure strategy

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

Planned Activity: Program Management Impaired Driver

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

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

Planned Activity Description

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

Budget: $75,000

Intended Subrecipients

ICJI Regional Program Managers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

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

Countermeasure Strategy: Ignition Interlocks

Program Area: **Impaired Driving (Alcohol)**

Project Safety Impacts

Ignition interlocks prevent a car from starting if a breath sample is above .02. Ignition interlocks have been effective in stopping drivers who have an OWI from driving under the influence. ICJI is more involved in the process management of verifying installers. ICJI does not lobby to make ignition interlock installment mandatory for drivers who have been convicted of OWI. ICJI also does not pay for the equipment. This countermeasure is a consequence of an impaired driving being arrested during an impaired driving enforcement.

Linkage Between Program Area

This countermeasure is the consequence that comes from impaired driving, which is still occurring as the problem ID section shows. ICJI is requesting $80,000 in 164 Alcohol Penalty funds. This is the same amount that was requested the previous. This is a problem that affects the whole state. Every county reported a DUI collision in 2018.

Rationale

The more that judges are educated on impaired driving the more the installment of ignition interlock systems could be sentenced. Convicted impaired drivers that receive that sentence need to be aware of certified installers and where they are located at. This countermeasure is not part of a national mobilization. This strategy was chosen due to the fact that next year ICJI is going to begin analyzing DUI citation data and look to see if there is a correlation between drivers who previously received an OWI and impaired collisions.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

FDLII-2020-01-01-01	Ignition Interlock Management

Planned Activity: Ignition Interlock Management

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

Primary Countermeasure Strategy ID: **Ignition Interlocks**

Planned Activity Description

Indiana recently established standards for inspecting and monitoring ignition interlock service centers and technicians. As now mandated by state statute, CJI has the following responsibilities with regard to ignition interlock:

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

Review of denial, suspension, or revocation of certification of service centers and ignition interlock device installers and technicians. Hearing procedures for service centers or installers of ignition interlock devices. Appeal procedures for service venters or installers of ignition interlock devices. This planned activity funds a program manager to coordinate, monitor, and administer Indiana's ignition interlock program. This planned activity funds the program manager's salary, benefits, and travel costs related to impaired driving-related conferences and training seminars. To see Indiana ignition interlock map visit https://www.in.gov/cji/2354.htm.
Budget: $80,000

Intended Subrecipients

Ignition Interlock Program Manager outside of ICJI's agency

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Ignition Interlocks

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$80,000.00		$80,000.00

Countermeasure Strategy: Impaired Driving Task Force

Program Area: **Impaired Driving (Alcohol)**

Project Safety Impacts

This countermeasure strategy provides funding to police departments to have a task force dedicated to catching impaired drivers. To make this countermeasure the most effective we use data driven maps to assist officers find where would be their most effective enforcement areas. Officers will participate in the blitzes and perform sobriety checkpoints as well. All these activities are also part of the other planned activities as well. This countermeasure strategy also provides funding for an underage taskforce (Excise Police). To make this countermeasure the most effective there are three different enforcements the Excise Police conduct. Officers on the Excise Police focus on preventing underage drinking by stopping sales to minors, being present on college campuses, and preventing underage drinking at large events. This countermeasure focuses on preventing underage drinking and impaired driving of any age. The other countermeasures focus on stopping any potential impairment and this one focuses on preventing alcohol violations like, underage drinking and impaired driving.

Linkage Between Program Area

Indiana's impaired collisions increased in 2018 and citations have decreased and so have DUI hours worked (which can be found in the problem ID section). We are requesting $2,080,000 in 164 Alcohol penalty funds. We are requesting $60,000 more than the previous year to account for the raise that excise police received. This will allow Excise police to return to prior levels of enforcement time to prevent underage drinking and driving, which has fluctuated in recent years. This funding will be used to pay for officer overtime hours and some equipment that helps officers properly test impaired drivers and enforcement activities targeted at underage drinking.

Rationale

The funds could assist in increasing citations and arrests. Any police agency that is able to demonstrate a need may apply for funding through this planned activity. This countermeasure strategy was selected to help police officers do impaired enforcement activities such as; directed patrols and sobriety checkpoints throughout the year. Impaired driving is not just a seasonal problem, although collisions do occur more in the Summer months rather than any other time of the year. It is still an all year round issue for Indiana's roadways.

Planned activities in countermeasure strategy

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

Planned Activity: Excise Police

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

Primary Countermeasure Strategy ID: **Impaired Driving Task Force**

Planned Activity Description

ICJI provides grant funding to the Indiana Excise Police as a separate project to address underage drinking. The Indiana Excise Police's alcohol countermeasure programs are aimed at underage alcohol consumption and impaired driving. The Indiana State Excise Police use Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE) to reach their goal of reducing the availability and use of alcoholic beverages by persons less than 21. A reduction in the illegal consumption, possession, and sale of alcoholic beverages to underage persons can greatly decrease the chance of impaired driving collisions. SUDS details are conducted at large events, such as concerts, where underage drinking often occurs. CIS allows officers to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. ICE details are conducted on college campuses throughout the state to increase enforcement and education.
The project's goal is to reduce risky behaviors, like underage drinking and binge drinking, in order to promote safer communities for students and local residents. These programs offer both education and enforcement activities to reduce underage impaired driving and therefore collisions. Assigned program manager will provide oversight and monitoring of this project.

In the years since CIS, SUDS, and ICE have been enacted, all appear to have had an impact on reducing the number of crashes involving young drivers (ages 15-20) who are legally impaired. CIS, which is a statewide program, appears to have contributed to the reduction in the number of collisions since 2009. In 2018, there were only 199 collisions involving legally impaired young drivers, which was an all-time low. In 2018, 110 young drivers were hit by legally impaired drivers of any age group. SUDS has demonstrated to have helped reduce the number of these crashes during big events. Klipsch music center is an example of how SUDS has appeared to be effective during the summer months that concerts take place at the venue. In 2006, three years before SUDS, there were 40 crashes involving legally impaired young drivers and in 2016, which is eight years into SUDS, only 20 crashes occurred. This year, 2018, is on track to have even fewer crashes. The ICE program appears to have an impact in reducing these types of crashes on college campuses, especially during big events on campuses, such as homecoming, welcome week, and home football games. An example of the impact of ICE is at Ball State University. There were 10 of these types of crashes during 2012 and 2014, the years prior to the enactment of ICE. Since ICE has begun the number of crashes has been on the decline. There were only three crashes during 2016.
Budget: $280,000

Intended Subrecipients

Excise Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Task Force

Funding sources

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

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

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

Primary Countermeasure Strategy ID: **Impaired Driving Task Force**

Planned Activity Description

This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by subgrantees or the State for distribution to subgrantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. Located in counties with high levels of impaired driver crashes, subgrantees will conduct high visibility enforcement during three statewide blitzes. Saturation patrols and sobriety checkpoints will also be performed. The State for accounting purposes established separate project numbers and identifies Planned Activity Project Number 164AL-2020-00-01-01 as the planned equipment of PBT Devices for use within this project.

Budget: $1,800,000

Intended Subrecipients

Local law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Impaired Driving Task Force

Funding sources

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

Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

Program Area: **Impaired Driving (Alcohol)**

Project Safety Impacts

Law Enforcement Officers participate in multiple projects designed to reduce the number of alcohol involved crashes. Proper screening of alcohol at the field level confirms or eliminates the presence of alcohol as a contributing factor of impairment. Quickly utilizing an access ready

portable breath test instrument allows for the officer to move forward with an investigation for alcohol, utilize a drug based best practice such as a DRE: Drug Recognition Expert, or complete the investigation timely without further action. PBT's have a limited life span of the fuel cell and require regular calibration and replacement when the fuel cell is exhausted.

Linkage Between Program Area

In 2017 there were 220 fatal collisions and it is estimated that 203 fatal collisions in 2018 that involved a driver with a BAC of .08 or above. In 2018, there were a total of 4,152 impaired collisions. Some of these impairments were drug impairment that alcohol, but the majority of that 4,152 are alcohol. There is a great need for police officers to have portable breath tests to get impaired drivers off of the road. ICJI is requesting $250,000 in 164 alcohol penalty funds. This is a new planned activity, but clearly there is a need for this due to there also being 21,304 impaired citations/arrests written in 2018. This means that 25,456 impaired drivers were caught either through a citation/arrests or collisions last year on Indiana's roads. Indiana police departments that receive PBTs to either replace inadequate ones or need more means more impaired drivers that will be removed from Indiana's roadways.

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: Portable Breath Test Equipment

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

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

Planned Activity Description

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

Intended Subrecipients

Local Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Preliminary Breath Test (PBT) Devices

Funding sources

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

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

In 2017, there were 220 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 2.3 percent increase from 2016. These fatalities account for 220 of the 800 fatalities in 2017, or 27% of fatalities in Indiana. In 2018, it is currently projected that there were 203 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which would be a 7.7% decrease from 2017.

The number of impaired driving citations and arrests during grant-funded enforcement activities has decreased since 2012, by 25 percent in 2016 with this decreasing trend continued in 2017 by an estimated 24.5 percent. In 2013, 29,319.09 hours were worked by agencies participating in DUI. Hours worked during DUI enforcement decreased by 12 percent from 2013 to 2017 (25,789.36 hours). An average of 0.23 DUI citations were written per hour in 2017.

In 2017, the highest rates of alcohol impairment in collisions for females were aged 37-40 and males were aged 25-28. Summer months more than any other are representative of impaired driving collisions than any other season. Urban areas represented the greatest likelihood of alcohol-impaired fatal collisions in 2017, with 69.1 percent of alcohol-impaired collisions occurring in this locale. More information is provided in the Indiana visualization maps below. To summarize, per 10,000 (left map) the southeast region of Indiana has the highest average impaired collisions per country than any other regions. However, looking at Indiana based on total number of impaired collisions (right map) the Middle East region appears to have the highest number of impaired collisions. Depicted by the darker red countries. It is recommended that funds be allocated to these higher impaired collision rate regions.

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Countermeasure Strategy
DWI Courts
High Visibility Enforcement
Judicial Education
Laboratory Drug Testing Equipment
Prosecutor Training

Countermeasure Strategy: DWI Courts

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Prosecutors and judges in DWI courts or trained in procedure of DWI cases can are able to assist in offenders identification that their behavior and alcohol abuse is a problem and must be held accountable for their actions. Indiana does not have a DWI court, but that does not mean the traffic court prosecutors and judges can't be trained on how to try and sentence an OWI offender to increase their chances of them not repeating the same behavior. The other countermeasures focus on enforcement around impaired driving, and potential punishment of impaired drivers. This countermeasure provides training to prosecutors and judges about handling OWI cases, who would otherwise not be able to acquire this training.

Linkage Between Program Area

Effective sentencing of OWI offenders would reduce the number of impaired collisions. ICJI is requesting $70,000 in 405D Impaired Driving funds. The audience for this countermeasure are judges and prosecutors do not have this training already.

Rationale

This is not part of the national mobilizations. This countermeasure strategy was chosen due to the need for Indiana judges and prosecutors not currently having this knowledge. This training will address this need.

Planned activities in countermeasure strategy

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

Planned Activity: DWI Court Training

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

Primary Countermeasure Strategy ID: **DWI Courts**

Planned Activity Description

Indiana currently does not have any DWI courts. The National Center for DWI Courts (NCDC) provides training and technical assistance to states to develop and implement DWI courts. This project will fund NCDC to execute one three and one-half (31/2) day foundational training class in Indiana to train up to six (6) planning teams. This training is designed to take these planning teams through the various stages involved in planning and designing a DWI court. At the conclusion of the training, teams will be expected to work within their jurisdictions to implement DWI courts. As required by NCDC, each team will consist of a minimum of eight (8) team members. This project will fund the training costs for NCDC to bring this foundational training to Indiana and will fund the lodging and meal costs for the team members who attend this training. NCDC trained six (6) Indiana teams in FY20 and this planned activity will increase the number of DUI courts in Indiana to twelve (12). The funding for this planned activity for the OWI courts provides 50 percent of the judicial salary, judicial education regarding; OWI courts and impaired driving education.

Budget: $65,000

Intended Subrecipients

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	$65,000.00	$16,250.00	

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

In 2018, 60% of the vehicle operators involved in fatal crashes were tested for alcohol or drugs following the crash. As demonstrated by the problem analysis, drug impaired driving is increasing in Indiana. Indiana remains rural in many areas, with extended travel time to hospital facilities. Additionally many of these rural areas are serviced by air medical helicopter services that immediately transport vehicle operators across state lines minimizing the ability for testing. Indiana is requesting $170,000 in 405 D Funding to establish a Law Enforcement Phlebotomy Training Program to increase the number of vehicle operators being tested for not only alcohol, but alcohol and drugs whom are involved in fatal crashes.

Rationale

This countermeasure strategy is not part of the national mobilizations. This countermeasure strategy is needed to help address the issue of impaired driving through testing of blood.

Planned activities in countermeasure strategy

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

Planned Activity: Law Enforcement Phlebotomy Program

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

Primary Countermeasure Strategy ID: **High Visibility Enforcement**

Planned Activity Description

The Law Enforcement Phlebotomy Program will be conducted in collaboration with the State Health Department, State Department of Toxicology, and an Indiana State College/University to provide training, collection kits, and submission kits for Indiana Officers to collect blood

samples from vehicle operators involved in not only fatal but all crashes where impairment is suspected. Program costs will support contract training for officers, training supplies, as well as Collection Supply Kits and Submission Kits for all Indiana Officers.

Budget: $170,000

Intended Subrecipients

Local law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

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

Countermeasure Strategy: Judicial Education

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The judicial education strategy will assist in training and notifying judges and judiciary staff regarding ignition interlock laws and impaired drivers education. Indiana's judicial outreach liaison will do more than just train judges and judiciary staff they also work with the specialty court committee to promote the development and use of OWI courts along with other activities. This countermeasure compliments others, especially the prosecutor training, because one effective method of reducing repeat DUI offenders is by sentencing them to have an ignition interlock system installed in their vehicles. This supports the officers who are making the arrests and writing the citations, by showing there are lasting consequences to the offender.

Linkage Between Program Area

By having more judges sentencing repeat offenders to have an ignition interlock system installed in their vehicle will potentially reduce the number of fatalities and the number of impaired collisions. By assuring education is provided to judges regarding ignition interlock technology and accessible resources. ICJI is requesting $70,000 in 405D Impaired Driving funds. This planned activity is not directly related to the blitzes, but anyone arrested or written a citation may go before a judge who sentences them to installation of ignition interlock due to the judicial education.

Rationale

This planned activity is not directly related to the blitzes, but anyone arrested or written a citation may go before a judge who sentences them to installation of ignition interlock due to the judicial education. Indiana's judicial staff need this training so they are able to give a sentence that will best rehabilitate the offender.

Planned activities in countermeasure strategy

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

Planned Activity: Judicial Outreach Liaison

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

Primary Countermeasure Strategy ID: **Judicial Education**

Planned Activity Description

This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock law to judges and judiciary staff across the state. The JOL will also:

- Work with the State's Specialty Court Committee to promote the development and use of OWI courts in Indiana.
- Continue to work with National Judicial Fellows and the Regional JOL to promote outreach opportunities as they relate to impaired driving issues.
- Identify issues of concern to judges and other court officials regarding impaired driving issues.
- Share information and coordinate with TSD, LELs, TRSP and others on emerging impaired driving issues.
- Develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OWI offenders.
- Identify barriers that hamper effective training, education and outreach to the courts and recommend alternative means to address these issues and concerns.

Assigned program manager will provide oversight and monitoring of this project.
Budget: $70,000

Intended Subrecipients

Judicial Outreach Liaison

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Judicial Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	$70,000.00	$17,500.00	

Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: Department of Toxicology Backlog Reduction

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

Primary Countermeasure Strategy ID: **Laboratory Drug Testing Equipment**

Planned Activity Description

This project continues to fund outsourcing and operational costs to reduce the Indiana State Department of Toxicology backlog of approximately 500 traffic related drug cases per month. While the *alcohol* turnaround time for analysis is currently less than 60 days, the turnaround time for traffic related drug cases submitted for analysis is approximately 11 months. This turnaround time for drug analysis is delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. It is imperative that these forensic results be available for courts in a timely manner to assist with prosecution decisions and expedite the adjudication of

traffic related offenses. This project will improve timeliness and completeness in the safety database systems of crash and citation/adjudication. Project goal is to achieve and sustain a reporting time period of 90-120 days from the time a sample is received. Assigned program manager will provide oversight and monitoring of this project.
Budget: $600,000

Intended Subrecipients

Indiana's Department of Toxicology

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Laboratory Drug Testing Equipment

Funding sources

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

Countermeasure Strategy: Prosecutor Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The prosecutor training allows a prosecuting attorney to go to different law enforcement agencies and train them on effective methods of investigating traffic violators. As the problem ID shows impaired arrests and citations have been on the declining. Training is needed, to increase those numbers and decrease fatalities and impaired collisions.

Linkage Between Program Area

The more officers that are trained the more confident they can be when prosecuting an offender, which will lead to more arrests and citations during the blitzes (although not directly involved in the national mobilizations) and other impaired driver activities. We are requesting $430,000 from 405D Impaired Driving funds for this activity. Due to the need for this type of training ICJI plans to expand this program with a second TSRP.

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: Traffic Safety Resource Prosecutor

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

Primary Countermeasure Strategy ID: **Prosecutor Training**

Planned Activity Description

This project provides funding for two Indiana Traffic Safety Resource Prosecutors (TSRP) to train law enforcement officers and prosecuting attorneys on effective methods of investigating and prosecuting traffic violators, with an emphasis on impaired driving. The TSRP holds multiple trainings requiring a minimum of 20 attendees per session throughout the year. The TSRP is available to officers and prosecutors for consultations regarding traffic offense cases. The TSRP also reviews proposed traffic safety legislation. The TSRP will produce a quarterly newsletter to keep agencies up-to-date on current trends. The TSRP attends ICJI's annual law enforcement update meetings every summer. The TSRPs will provide and facilitate the Annual Statewide Impaired Driving Training Conference. This project will provide for two TSRPs' salary, benefits, travel, training costs, and administrative support costs. Assigned program manager will provide oversight and monitoring of this project.
Budget: $430,000

Intended Subrecipients

Indiana Prosecuting Attorneys Council.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

Funding sources

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

Program Area: Impaired Driving (Drug)

Description of Highway Safety Problems

In 2017, there were 220 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 2.3 percent increase from 2016. Indiana did not met it's 2017 target of 171 BAC related fatalities. In 2018, it is currently projected that there were 203 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which would be a 7.7 percent decrease from 2017. In 2018, 88 drivers that died had a positive or pending drug result. In 2018, 43 incapacitating injuries, 81 non-incapacitating injuries, and 57 possible injuries resulted from drug impaired driving. For more on impaired driving refer to the Impaired Driving (Alcohol program area).

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: **Impaired Driving (Drug)**

Project Safety Impacts

This project provides funding for SFST, DRE and ARIDE trainings. 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 be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Linkage Between Program Area

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

impaired collisions. This countermeasure will support law enforcement to receive training so they can identify those who are impaired and driving.

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: SFST/DRE Program Coordination

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

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

Planned Activity Description

This project provides funding for SFST, DRE and ARIDE trainings. 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 be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Budget: $455,000

Intended Subrecipients

Local law enforcement officers who would like to become DRE certified

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$455,000.00	$113,750.00	

Planned Activity: DRE Tablet Data Entry and Management System

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

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

Planned Activity Description

This project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at Rockefeller College's Institute for Traffic Safety Management and Research in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures. FY 2020 Funding is requested to purchase 40 additional tablets and associated hardware, software, license fees, and necessary accessories for additional DRE instructors and to replace damaged/aging units as necessary.

Budget: $160,000

Intended Subrecipients

Law Enforcement Officers who are certified or becoming Certified DREs

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

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

Program Area: Motorcycle Safety

Description of Highway Safety Problems

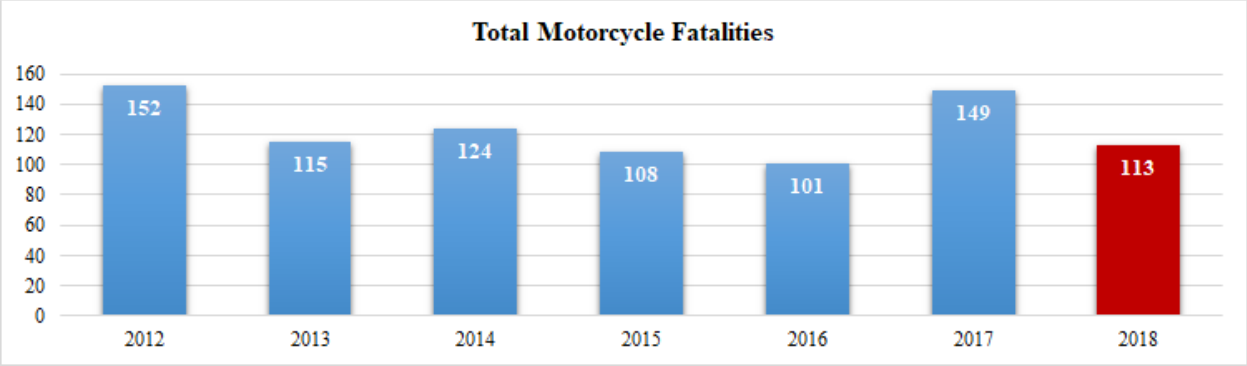
In 2017, there were 48 additional motorcycle fatalities with149 motorcycle fatalities, where in 2016 there were 101. Targeting a rate of 111 or fewer motorcycle fatalities in 2017, this goal overall metric was not reached, although, upon NHTSA determination Indiana did achieve the metric of unhelmeted fatalities with a reduction in 2017. Accounting for the isolated surge demonstrated in 2017 from 2016, this was a 47.5 percent increase from 2016 to 2017 in motorcycle fatalities. We predict motorcycle fatalities will be 113, a decrease expected to be 15.8 percent from 2017-2018.

Collisions involving motorcycles predominately occurred during clear and dry weather conditions, on local/city straight/level roads, and during daylight hours. Unhelmeted riders represent 81 percent of all motorcycle fatalities in 2018. Motorcycle fatalities per 100,000 registrations increased from in 2017 to 57.2 from 40.2 in 2016. Motorcycle fatalities per 100,000 registrations is predicted to be 53.73 in 2018. The 2017 rate has significantly decreased since 2012, when the rate was at a seven-year high of 68.13, however, the data models do not support a consistent decreasing trend over time.

Over 75 percent of motorcycle collisions occur between May through September, with most occurring during May (687). The most common age group involved in a motorcycle collision is 25 to 34 years old. "Failure to yield right of way" (by other motorist) and "Following too closely" (by motorcyclists) were the most common primary factors involved in motorcycle collisions. Incapacitating injuries decreased by 7.8 percent from 2016 (166) to 2017 (153) and a further decreased from 2017 to 2018 by 5.2 percent (145).

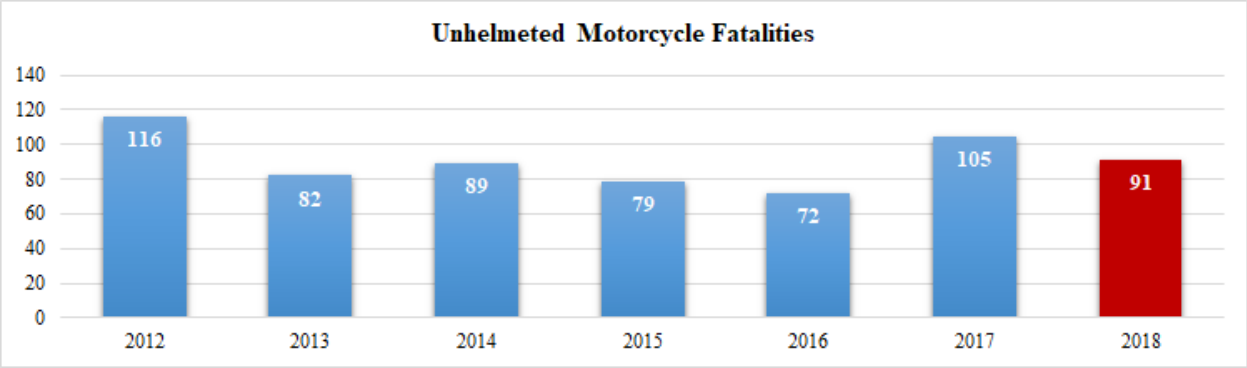
More information is provided in the Indiana visualization maps below. Utilizing the data visualization maps is an enhanced analysis in 2018 by Indiana based on total number of motorcycle collision, Central Indiana contains a cluster of crash incidents, depicted by the darker blue counties. Projects for mitigation of the sustained fatality rate of motorcycle riders in Indiana will prioritize the data indicated regions of higher collision rates.

Figure 4: Total Motorcycle Fatalities 2012-2018



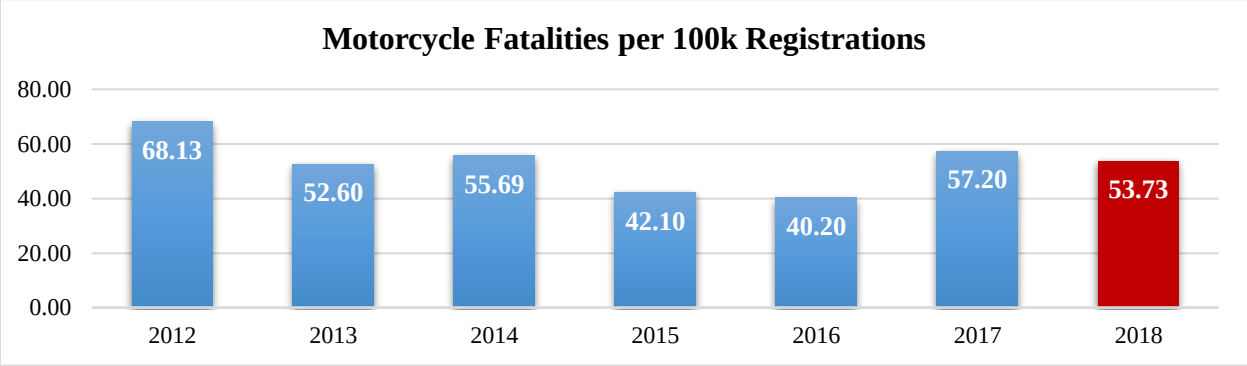
Source: FARS

Figure 5: Unhelmeted Motorcycle Fatalities 2012-2018



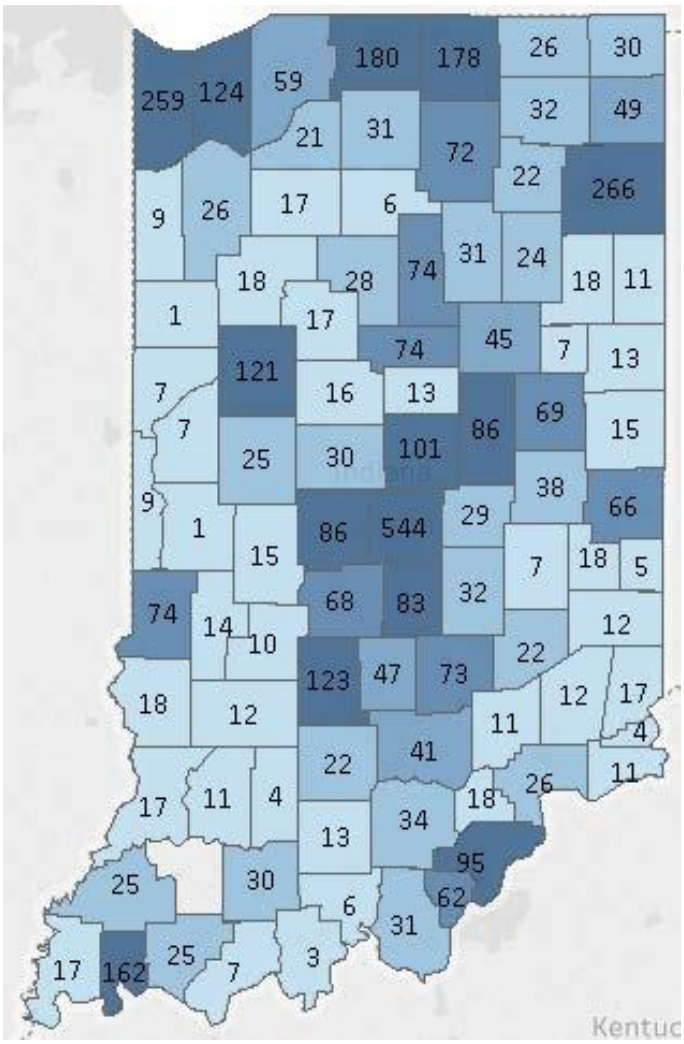
Source: FARS

Figure 6: Motorcycle Fatalities per 100k Registrations 2012-2018



Source: FARS

Motorcycle Collisions per County in 2018



ARIES Database

Performance Targets and Measures:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2011	2012	2013	2014	2015	2016	2017	2013-2017	2017^	2018	2019	2020	Data Source
C-7	Total Motorcycle Fatalities	118	152	115	124	108	101	149	119.4	111	119	120	119	FARS
C-8	Unhelmeted Motorcycle Fatalities	95	116	82	89	79	72	105	85	81	85	86	85	FARS
17	Motorcycle Fatalities per 100k Registrations	57.73	68.13	52.60	55.69	48.35	45.17		50	48	48.00	46.80	45.02	FARS

See Figure 2 on page 10 for notations

Associated Performance Measures

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

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Alcohol Impairment: Detection, Enforcement and Sanctions

Program Area: **Motorcycle Safety**

Project Safety Impacts

This countermeasure focuses on providing materials at motorcycle events that discuss how alcohol can impair a motorcyclist in a fatal way. Not only will officers be handing out these materials, but they will also be on patrol watching to see if any riders at the event seem impaired and stop them from riding impaired. This countermeasure focuses on the impaired riders the unendorsed rider grant emphasizes proper licensing for riders.

Linkage Between Program Area

This covers one common factor that is involved in motorcycle fatalities. This countermeasure could lead to a reduction in motorcycle fatalities. ICJI is requesting $65,000 in 405D Flex Impaired Driving funds. This funding will cover the materials cost and pay for officers who are handing out the materials as well as for their enforcement time. Motorcycle riders are the intended audience, so by handing out materials at motorcycle events the correct audience will be targeted.

Rationale

This countermeasure does not support enforcement during the national mobilizations. Due to most motorcycle collisions occurring between May through September enforcement will be limited to May through September. Alcohol-Impaired Motorcyclists was chosen to address the issue of impaired motorcycle riders. Although, few motorcycle collisions primary factor is reported as their impairment it is more often listed as a contributing circumstance. Impaired

motorcyclists are prone to committing many risky traffic behaviors increasing their chance of being in a collision. Motorcyclists involved in collisions are at more risk of being killed than the operator of other vehicles. Trying to prevent motorcyclists from impaired driving by handing out fact sheets may keep them from riding if they are impaired.

Planned activities in countermeasure strategy

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

Planned Activity: High Visability Enforcement (HVE) Motorcycle Enforcement

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

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

Planned Activity Description

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2018 clearly indicate two areas of the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson and northwest Shelby counties. While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE motorcycle campaigns at motorcycle events such as “Poker Runs,” Swap Meets, Bike Nights, and various charity rides. The ICJI will provide up to 5,000 motorcycle safety fact sheets to the agencies conducting these campaigns to hand out to riders at these events.
Budget: $65,000

Intended Subrecipients

Indiana law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Alcohol Impairment: Detection, Enforcement and Sanctions

Funding sources

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

Countermeasure Strategy: Highway Safety Office Program Management Motorcycle

Program Area: **Motorcycle Safety**

Project Safety Impacts

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

Linkage Between Program Area

As the map above show each region has at least one county that has more than 50 motorcycle collisions. The program managers will help the LEL in identifying these counties and providing in-person and in-office help to their region to lower those collision numbers. The allocated 405F funds of $15,000 will help pay for the salary and travel of the grant managers. The funding is less than other program manager sections due to there being fewer grants than the others less funding is needed for this focus.

Rationale

This does not include funds for management of the national mobilizations. Program management countermeasure strategy was picked due to motorcycle grants needed to be monitored and it is going to be a duty of the regional grant managers.

Planned activities in countermeasure strategy

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

Planned Activity: Program Management Motorcycle

Planned activity number: **M9MA-08-01-01**

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management Motorcycle**

Planned Activity Description

This project provides funding for the program management to adopt and implement programs designed to improve the safety of motorcyclists through programs that facilitate motorcycle safety training, proper licensing, riding unimpaired and utilizing all proper motorcycle rider protective gear. Current projects include the High Visibility Enforcement (HVE) Motorcycle

Project, sponsorship of the Miracle Ride, and partnerships for events such as Motorcycle Safety Awareness Month and Motorcycles on Meridian.
Budget: $15,000

Intended Subrecipients

ICJI Regional Program Managers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management Motorcycle

Funding sources

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

Countermeasure Strategy: Motorcyclist Licensing

Program Area: **Motorcycle Safety**

Project Safety Impacts

Motorcycle rider licensing focuses on getting unendorsed riders to take either the skills test or training course to receive the full motorcycle rider endorsement. In the state of Indiana a motorcyclist must have a learners permit to ride a motorcycle, but there are some added restriction that those with the endorsement do not have to abide by. One way that we plan to use this countermeasure is by having the BMV identify individuals who have a motorcycle registered to them, but we cannot single out those who are also unendorsed. The BMV will notify registered motorcycle owners about the benefits of having an endorsement while also advertising the other training courses. This targets the audience of unendorsed riders while also promoting the level 2 and 3 courses to endorsed riders. The level 2 and 3 courses are not necessary to receive the license, but teaches skills to improve riding ability.

Linkage Between Program Area

One of the primary reasons for motorcycle fatalities are due to not being licensed along with impairment. Indiana has identified the top 30 counties with the most motorcycle collisions and will target those counties to receive the initiative funds. If money still remains Indiana will go down the list of the next counties to receive this initiative. This countermeasure supports licensing drivers and another planned activity supports reducing impaired motorcycle driving. ICJI is requesting $20,000 of 405D low flex funds. These funds will be used to

purchase the materials, mailing, and digital media efforts required for the planned activity. This countermeasure strategy is not part of the national mobilizations. In Indiana, about 50 percent of fatal motorcyclists do not have the motorcycle endorsement. This countermeasure is one strategy to encourage unendorsed riders to go through the course and learn the skills necessary to possibly avoid a collision.

Rationale

This countermeasure strategy was selected due to the BMV notifying ICJI that about 50 percent of registered motorcycle riders are not endorsed. Endorsed riders learn how to skills of how to avoid a collision that unendorsed riders are potentially unaware of like, always have an exit lane. As identified in the problem ID section is that one of the most common primary factors in motorcyclists collisions is "failure to yield right of way" typically the other vehicle is at fault. Even if a rider is driving carefully another motorists actions could cause them to be in a collision, and that is why in the endorsement course always having an exit lane is stressed. The more endorsed riders there are on the road the fewer motorcycle fatalities and injuries will occur, and hopefully fewer motorcycle collisions in general.

Planned activities in countermeasure strategy

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

Planned Activity: Unendorsed Motorcycle Rider Initiative

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

Primary Countermeasure Strategy ID: **Motorcyclist Licensing**

Planned Activity Description

In collaboration with the Indiana Bureau of Motor Vehicles (BMV), ICJI will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. The BMV will start by contacting unendorsed operators in the top 30 counties with the highest motorcycle collisions. If funds still remain they will then notify unendorsed operators in other counties. By starting with the top 30 counties we are hoping to reduce the number of motorcycle collisions in those counties. This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement. The mailing will also provide a link for riders to obtain more information on motorcycle safety courses and how to obtain a motorcycle endorsement. Funding will support the printing, mailing, and digital media efforts required of the project.
Budget: $20,000

Intended Subrecipients

Bureau of Motor Vehicles

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcyclist Licensing

Funding sources

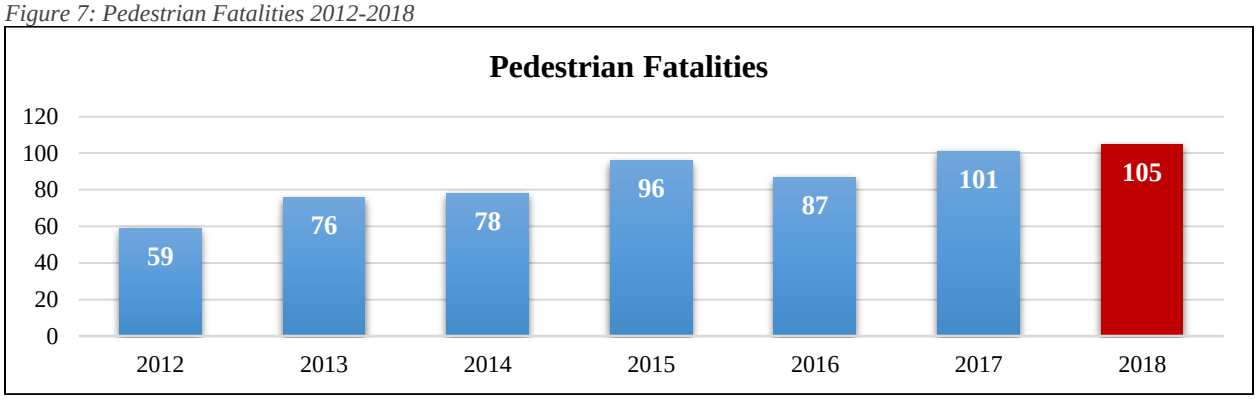
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Motorcycle Safety	$20,000.00	$5,000.00	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

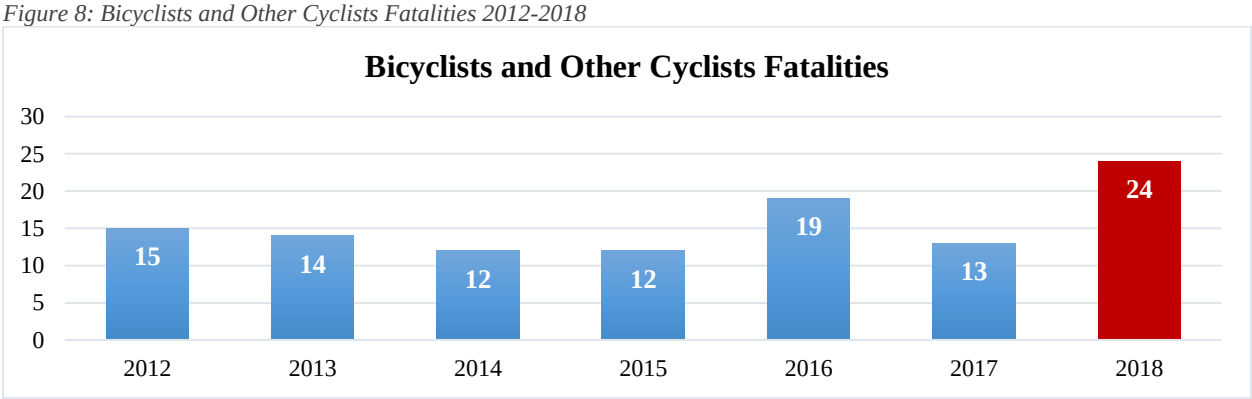
In 2017, there were 2,443 pedestrians and bicyclists involved in traffic collisions. In 2018, there were 2,581 pedestrians and bicyclists involved in traffic collisions. Combined, these groups saw a decrease (10 percent) in the number of persons involved in collisions from 2016 to 2017, and made up almost 13 percent of all fatalities. When comparing 2018 to 2017, there was an increase (5.3 percent), and these collisions are predicted to make up over 15 percent of fatalities in 2018. With the increase in the number of bicyclists and bicycle-friendly areas across the state, but bicyclists were involved in 12.2 percent fewer collisions in 2017 compared with 2016. It is projected that there were 3 more collisions that involved bicyclist compared to 2017. Bicyclists made up 1.4 percent of all fatalities in 2017, and is will increase to 2.8 percent of fatalities in 2018. In 2017 and 2018, every four in 1,000 collisions involved a bicyclist. Pedestrians made up 11 percent of all fatalities of 2017 and 12.3 percent of all fatalities in 2018. Every seven to eight in 1,000 collisions involved a pedestrian in 2017 and 2018. Pedestrians and bicyclists aged 16 to 25 involved in collisions had the highest involvement rates of the age groups. Pedestrians and bicyclists were also most likely to be involved in collisions during the hours of 3 pm and 6 pm and on weekdays. About 60 percent of pedestrian and bicyclist collisions occur between noon through 9 PM. The two most common days pedestrian and bicyclist collisions occur on Tuesdays (428) and Thursday (407). Failure to yield and pedestrian action currently is the primary factor listed in 58% of crashes for both bicyclists and pedestrians. The East Central region of the state has the most pedestrian and bicyclists collisions. Seven counties account for over 50 percent of pedestrian and bicyclists collisions (Allen, Elkhart, Lake, Marion, Monroe, St. Joseph, and Tippecanoe). The top twenty counties make up 80 percent of pedestrian collisions; Vanderburgh, Delaware, Vigo, Hamilton, Clark, Bartholomew, Porter, Hendricks, LaPorte, Johnson, Kosciusko, Howard, and Grant (these are the additional thirteen to the seven counties listed in the previous sentences). The top twenty counties make up over 80 percent of bicyclist collisions; Hamilton, Vanderburgh, Vigo, Porter, Delaware, Clark, Bartholomew, LaPorte, Johnson, Wayne, Madison, LaGrange, and Floyd (these are the additional thirteen to the seven counties listed in the previous sentences).

Figure 7: Pedestrian Fatalities 2012-2018



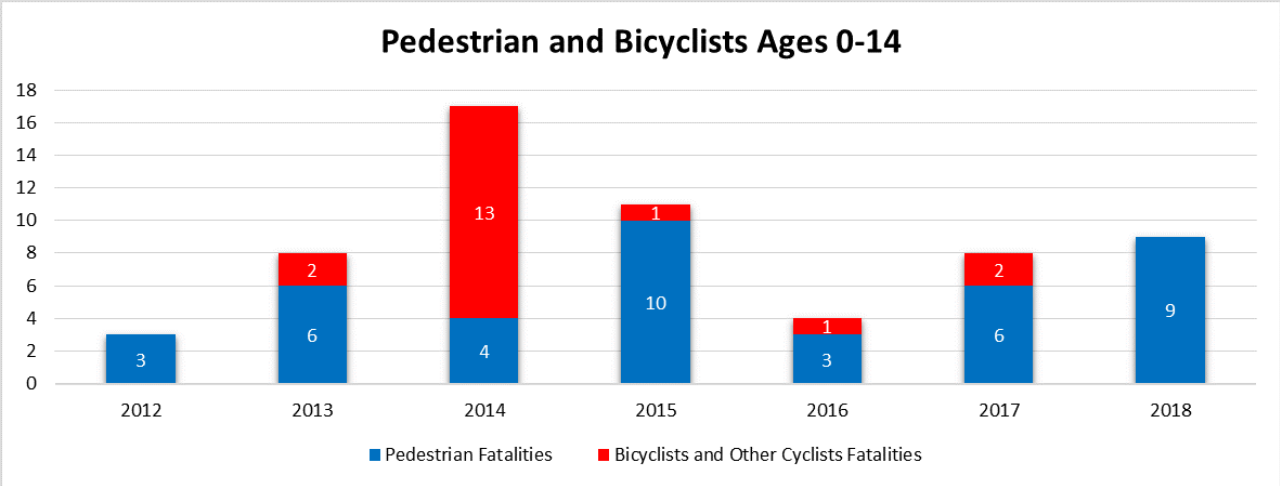
Source: FARS 2018 data comes from ARIES

Figure 8: Bicyclists and Other Cyclists Fatalities 2012-2018



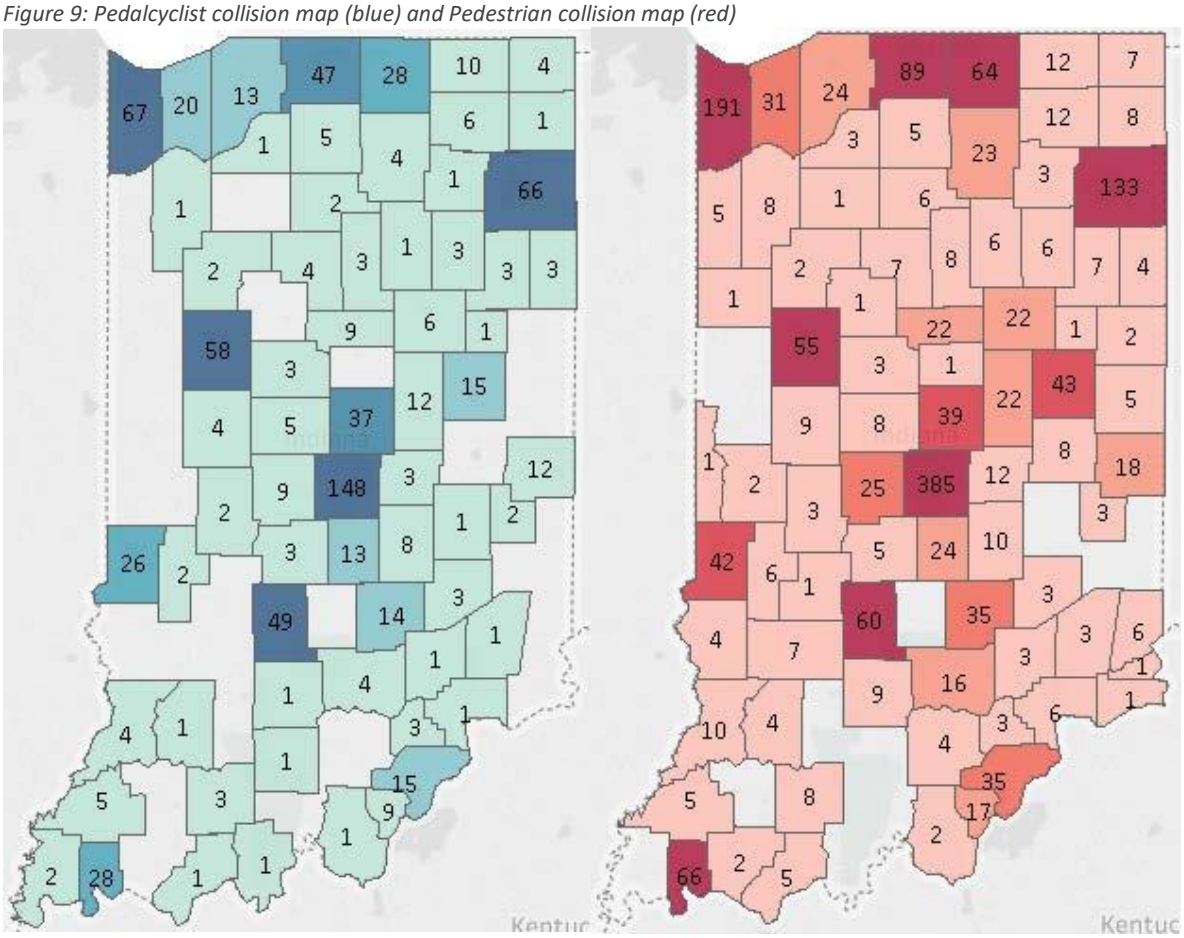
Source: FARS 2018 data comes from ARIES

Figure #: Pedestrian and Bicyclists Ages 0-14 2012-2018



Sources: FARS 2018 data comes from ARIES

Figure 9: Pedalcyclist collision map (blue) and Pedestrian collision map (red)



ARIES Database

Performance Measures and Targets:

Outcome Measure		Annual Figures							5 Year Average	Targets				
		2009	2010	2011	2012	2013	2014	2015	2011-2015	2015^	2016	2017	2018	Data Source
C-10	Pedestrian Fatalities	50	62	62	59	76	78	96	74.2	57	78	83	87	FARS
20	Bicyclists and Other Cyclists Fatalities	7	13	11	15	14	12	12	12.80	12	12	12	12	FARS

See Figure 2 on page 10 for notations

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement Strategies
Safe Routes to School

Countermeasure Strategy: Enforcement Strategies

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

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

Planned Activity: Pedestrian and Pedalcyclist Fatalities

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

Primary Countermeasure Strategy ID: **Enforcement Strategies**

Planned Activity Description

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

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

Budget: $300,000

Intended Subrecipients

Local Law Enforcement Agencies in the top 20 counties for pedestrian or cyclist collisions compared to overall collisions (priority)
Local Law Enforcement Agencies that are able to demonstrate a need for pedestrian cyclist funding (not in top 20)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement Strategies

Funding sources

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

Countermeasure Strategy: Safe Routes to School

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

The safe routes to school countermeasure improves the safety for children walking or bicycling to school, this would include boarding or exiting school busses. For this countermeasure ICJI is going to focus on reducing stop arm violations. The safe routes to school countermeasure protects children as pedestrians, an area that is not targeted with the other countermeasures in this program area. Many of the countermeasures in this are target protecting children in a vehicle, by using restraints. Safe routes targets child as pedestrians making it to and from school. This countermeasure addresses the collisions and violations that involve children either getting on or off of a school bus. Indiana has seen an increase in 2017 and 2018 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2018 these violations resulted in fatalities of children in the process of boarding school buses.

Linkage Between Program Area

According to the Indiana Department of Education there were over 3,000 bus stop arm violations across Indiana daily. For a school year of 180 days that is over 540,000 stop arm violations for the state. Any one of those 540,000 could result in children being hit. ICJI is requesting $450,000 in 402 General funds. This is the first year that ICJI is utilizing the safe routes to school countermeasure. The full amount of funds is needed to increase enforcement for stop arm violations to reduce the number that occur. This amount would be about .83 cents per stop arm violation. The audience for this would be drivers who pass a school bus during their commute. This is not part of the national mobilizations; it does include two statewide mobilizations "Returns to School" in the fall and spring. This strategy will give funds to law enforcement agencies for enforcement during mobilizations and allow for funding to support collaboration trainings with schools, drivers and officers to identify problem areas and best practice resolutions.

Rationale

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

Planned activities in countermeasure strategy

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

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

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

Primary Countermeasure Strategy ID: **Safe Routes to School**

Planned Activity Description

The SAVE Project has a specific objective to utilize High Visibility Enforcement (HVE) in areas reported through a collaborative partnership between School Corporations, School Resource Officers, and School Bus Drivers to create dialogue resulting in the identification of areas where school bus stop arm violations are occurring. Enforcement activity for this project will be reported separately from all other traffic safety programs, which will encapsulate program activity within this project opportunity to evaluate the program footprint, community impact and future sustainment in subsequent HSP's. Project participants will be required to complete one media outreach item following each mobilization period and submit evidence thereof with their programmatic reporting.
Budget: $450,000

Intended Subrecipients

Local law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Safe Routes to School

Funding sources

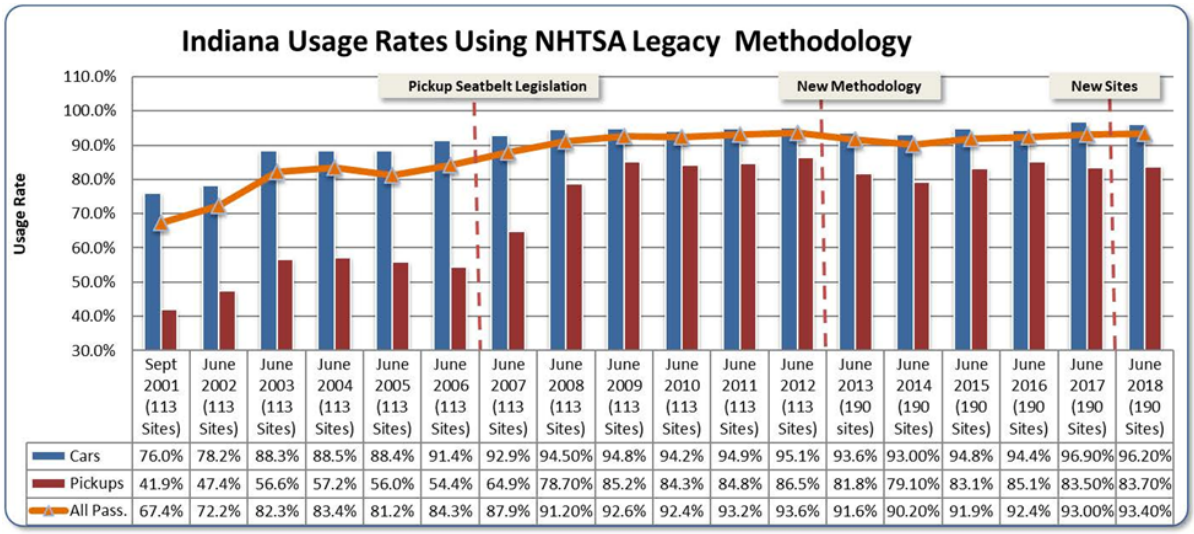
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Pedestrian/Bicycle Safety	$450,000.00	$112,500.00	

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

Description of Highway Safety Problems

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Funding priority will be given to programs that have the greatest impact on reducing injuries and fatalities that are potentially due to not using seat belts. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash. Close attention is given to those contributing factors such as, location, time, and driver circumstances. Data analysis continues year round with the CJI Research Division.

Figure 1: Indiana Seat Belt Usage Rates 2001-2018



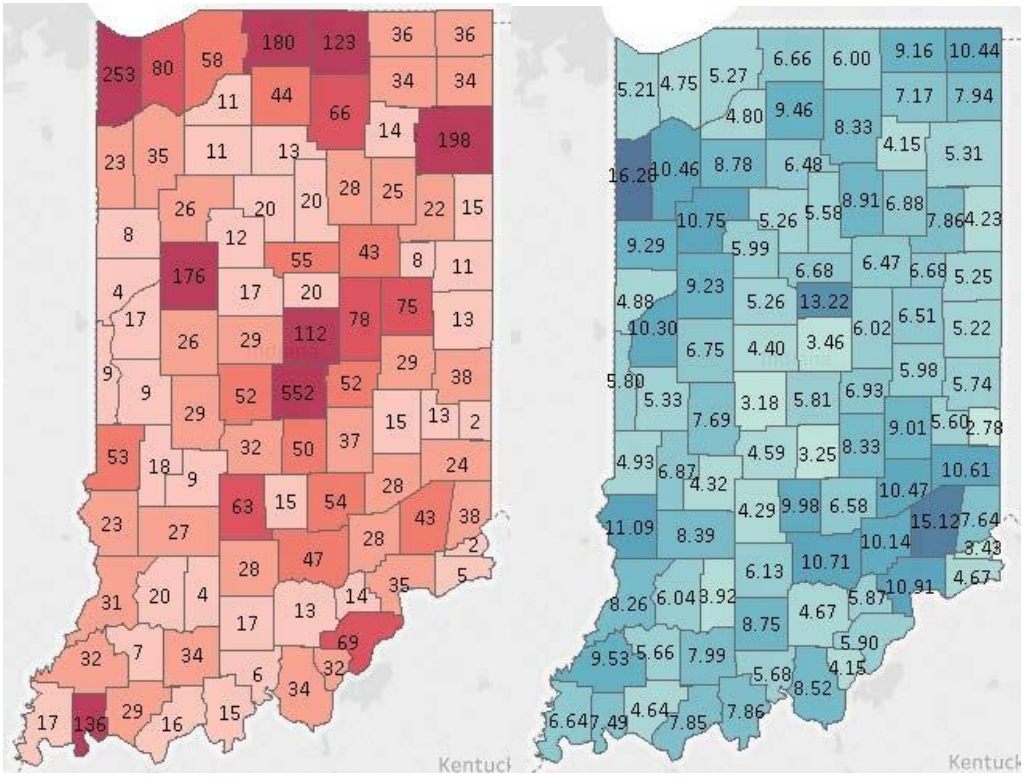
	Sept 2001 (113 Sites)	June 2002 (113 Sites)	June 2003 (113 Sites)	June 2004 (113 Sites)	June 2005 (113 Sites)	June 2006 (113 Sites)	June 2007 (113 Sites)	June 2008 (113 Sites)	June 2009 (113 Sites)	June 2010 (113 Sites)	June 2011 (113 Sites)	June 2012 (113 Sites)	June 2013 (190 sites)	June 2014 (190 Sites)	June 2015 (190 Sites)	June 2016 (190 Sites)	June 2017 (190 Sites)	June 2018 (190 Sites)
Cars	76.0%	78.2%	88.3%	88.5%	88.4%	91.4%	92.9%	94.50%	94.8%	94.2%	94.9%	95.1%	93.6%	93.00%	94.8%	94.4%	96.90%	96.20%
Pickups	41.9%	47.4%	56.6%	57.2%	56.0%	54.4%	64.9%	78.70%	85.2%	84.3%	84.8%	86.5%	81.8%	79.10%	83.1%	85.1%	83.50%	83.70%
All Pass.	67.4%	72.2%	82.3%	83.4%	81.2%	84.3%	87.9%	91.20%	92.6%	92.4%	93.2%	93.6%	91.6%	90.20%	91.9%	92.4%	93.00%	93.40%

Source: Purdue Center for Road Safety

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. For every 1.87 unrestrained individual receiving an incapacitating injuries in a collision only 1 restrained individual receives an incapacitating injury. In 2018, approximately 56.8 percent of drivers killed were not properly restrained, which resulted in drivers being 13 times more likely to be killed when they were unrestrained. Approximately 48 percent of individuals killed in the front passenger seat and 55 percent of individuals killed in the rear seating positions were not properly restrained. Speeding is also listed as a factor in an average of 46 percent of unrestrained fatalities.

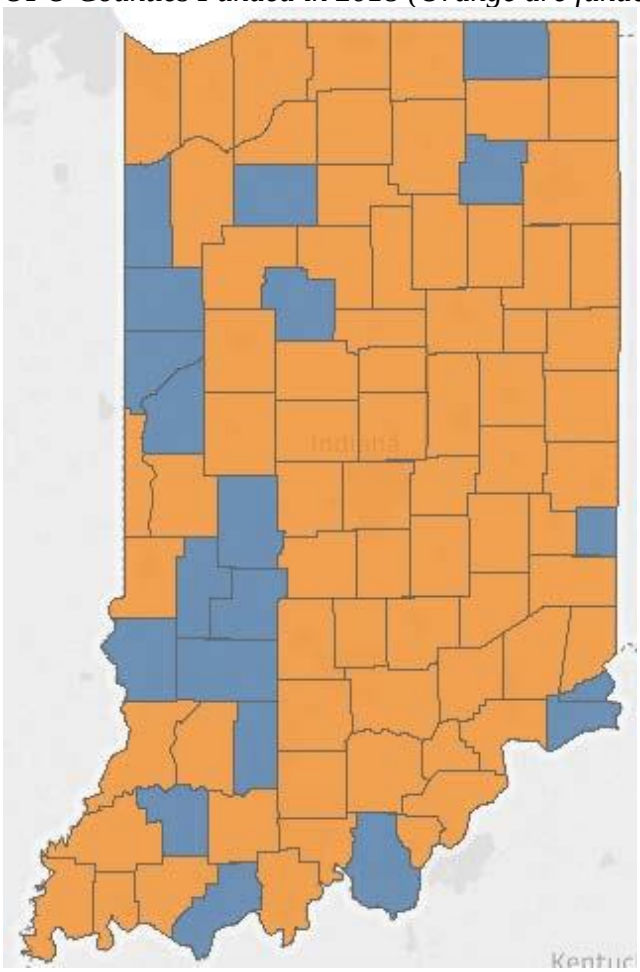
While ICJI seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. ARIES data shows of those killed in 2018 collisions, restraint use was lowest in the 16-25 age group (22%), followed closely by the 26-35 age group (20.4%).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

Unrestrained Collisions per County (red) and Unrestrained Collisions per 10,000 in each county (blue) in 2018



Data: ARIES

OPO Counties Funded in 2018 (Orange are funded counties)



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

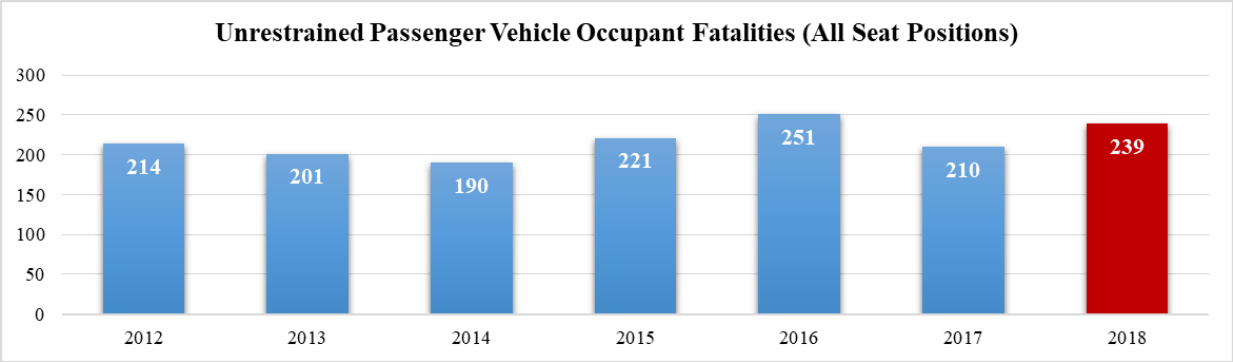
Compared with 2009 (206), 2017 (210) saw a 2 percent increase in the number of unrestrained passenger vehicle occupant fatalities. In 2017 Indiana did not meet the target for unrestrained fatalities, but did met the state's target for observed seatbelt usage rate. We expect FARS to report an increase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

that is from having more law enforcement agencies participate or more officers being able to work more focused enforcement hours.

Secondary Collision

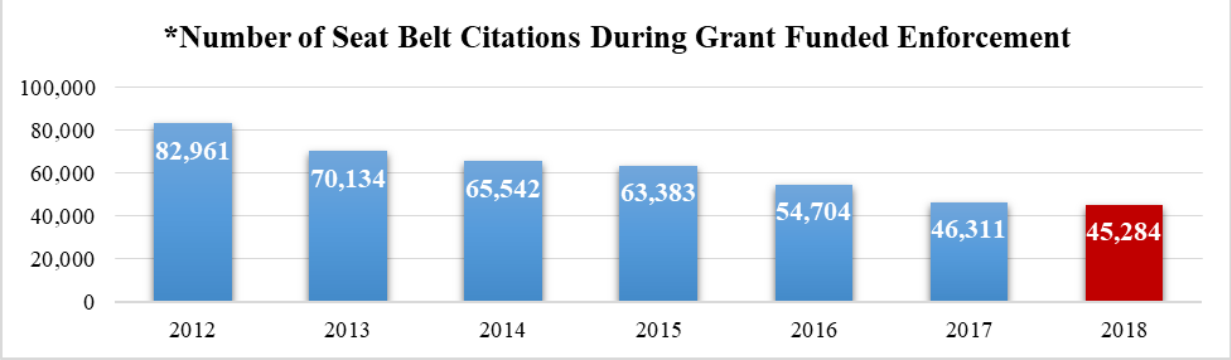
In 2018 there were 3,297 collisions labeled as secondary collisions, which resulted in 32 fatalities. Often times those involved in a secondary collision are rubbernecking or too distracted to prevent their own collision. Distracted driving was listed as the primary cause in 191 secondary collisions, which is 6 percent of all secondary collisions. Distracted driving was listed as a contributing circumstance in 308 secondary collisions, and resulted in 2 fatalities. Over 15 percent of secondary collisions cited distraction as a factor in the collision. Less than 5 percent of collisions in Indiana cite distraction as a factor, meaning it is a more prevalent factor in secondary collisions.

Unrestrained Passenger Vehicle Occupant Fatalities 2012-2018



Sources: FARS and 2018 data is from ARIES

Seat Belt Citations During Grant Funded Enforcement Activity



Sources: FARS and 2018 data is from ARIES

Associated Performance Measures

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

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Distracted Driver

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

Project Safety Impacts

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost effective technology for crash scene mapping. During the past two years, Purdue University has been working closely with the Tippecanoe County Sheriff's Office (TCSO) to establish a protocol for the UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation[1]. The established protocol includes step-by-step guidelines for system setup, deployment, mission planning, site preparation, pilot training, data transfer, and post-processing. Several case studies have illustrated the reliability of the derived protocol as well as the feasibility of its use for the documentation of day and night time crash scenes.

Linkage Between Program Area

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

Rationale

The use of UAS for crash scene mapping provides significant benefit by minimizing the time required to obtain comprehensive crash scene photos and measurements. These techniques have been demonstrated to provide as equal, if not better, accuracy than traditional close-range (terrestrial) photogrammetric techniques. Reducing the time required to document a crash scene reduces exposure of first responders to traffic hazards and reduces the risk of secondary crashes. This is not part of the national mobilizations. ICJI is requesting $250,000 in 402 general funds to address this issue. This countermeasure supports the others in occupant protection by focusing on common contributing factors that cause secondary collisions.

Planned activities in countermeasure strategy

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

Planned Activity: Secondary Crash Reduction Clearance

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

Primary Countermeasure Strategy ID: **Distracted Driver**

Planned Activity Description

With minimal training, the developed protocol could be used for standardized data acquisition, which ensures the quality of the derived products (i.e., scaled ortho-rectified images and 3D models of the crash scene). To date, data processing and reduction activities have been conducted at Purdue using Pix4D – commercially available SW package. Expanding the use of this technology beyond TCSO throughout the State of Indiana can be achieved through: 1) training workshops focusing on system deployment, site preparation, mission planning, flight data acquisition, and flight data download; and 2) development of a common data processing/reduction strategy and delivery of the final products. One model for data processing and product delivery could be based on providing access to individual police offices throughout the State of Indiana with piX4D license as well as establishing a protocol for data processing, quality control/assessment, and product generation. Another alternative is having a single data processing center that takes care of these activities. The latter model would be more economical (each Pix4D license would cost $3,400). Moreover, it would facilitate common processing standards, faster mapping, and consistent product quality (sporadic processing activities would be more time consuming as the individuals would need to be re-acquainted with the data processing steps, which could also lead to inconsistencies in the quality of the delivered products). This proposal aims at establishing a UAS-based data processing center for crash scene documentation.

Budget: $250,000

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Distracted Driver

Funding sources

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

Countermeasure Strategy: Highway Safety Office Program Management OP

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

Project Safety Impacts

The Occupant protection management will be a functional area of responsibility of each regional grant managers' duties. Each manager will oversee the occupant protection grants for their region(s). The grant managers will help each region lower their unrestrained collisions and increase citations through grant funding.

Linkage Between Program Area

As the maps above show each region has some counties that have a rate of 10 unrestrained collisions per 10,000 population. The program managers will help the LEL in identifying these counties and providing in-person and in-office help to their region to lower those collision numbers. The allocated 402 funds of $75,000 will provide support for the salary and travel of the grant managers.

Rationale

This countermeasure strategy was selected due to the need for the regional program managers to monitor occupant protection grants. This countermeasure is not part of the national mobilizations.

Planned activities in countermeasure strategy

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

Planned Activity: Occupant Protection Program Management

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

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management OP**

Planned Activity Description

This project provides funds for the program managers to coordinate and oversee the occupant protection initiatives occurring in their region. The program managers' responsibilities include monitoring sub-grantee compliance and performance, promoting education, and enforcement of occupant protection laws. Funds are used for the program manager's salary, benefits, and travel costs to conferences and trainings.

Budget: $75,000

Intended Subrecipients

Regional program managers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management OP

Funding sources

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

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

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

Project Safety Impacts

This countermeasure strategy is indeed part of the planned high visibility enforcement strategies that support national mobilizations and also two statewide mobilizations. High visibility enforcement has an impact on increasing restraint use in vehicles. Indiana uses this countermeasure strategy through Operation Pull Over. The way we have improved this measure is by creating additional statewide mobilizations, one of which emphases wearing seatbelts. This countermeasure compliments others in the occupant protection program area, because the high visibility will remind drivers to wear seatbelts and the other countermeasure focus on enforcement all year round just with a little less visibility.

Linkage Between Program Area

Overall, seat belt usage rates have been consistent over the past seven years, but unrestrained fatalities have increased. An average of 46 percent of unrestrained fatal collisions list speed being a factor. It can not be definitively stated if speed was not a factor that fatalities would not have resulted, but speed could be an initial violation that could lead to identifying drivers that are not wearing a seat belt. High visibility could potentially encourage drivers to use their seat belts to avoid a ticket. ICJI is requesting $3,000,000 in 402 general funds. The budget is 616,000 less than the previous year. The 3 million will be split between two planned activities, 2.4 million for OPO: Click It to Live It and the rest for OPO Indiana State Police. These funds are to encourage police departments to request the correct amount of funds to provide funding for officer overtime hours to work the blitzes.

Rationale

These funds are necessary to help reduce our unrestrained fatalities and increase citations. More funds will be provided to the police departments that demonstrate their need and goals. The program managers will encourage departments located in areas where unrestrained collisions are

high to apply. Police departments that receive grant funding to participate in Operation Pull Over (OPO) must participate in the two national blitzes and two statewide blitzes. One activity of these blitzes are doing high visibility enforcement for a specific time period.

Planned activities in countermeasure strategy

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

Planned Activity: Indiana State Police OPO

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

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

Planned Activity Description

Funding is provided to ISP to enforce all traffic safety laws. Officers conduct saturation patrols and sobriety checkpoints to combat dangerous driving, seat belt violations, and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of five separate projects:

- Combined Accident Reduction Effort (CARE)
    - Targets peak holiday travel periods on major roadways.
- Operation Pull Over (OPO)
    - Targets occupant protection violations, impaired and/or dangerous driving.
- Statewide Driving Under the Influence Enforcement Project (DUIEP)
    - Targets impaired driving.
- Selective Traffic Enforcement Project (STEP)
    - Targets all crash causation violations on all roads, except interstates.

All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.) during the National Mobilization for Seatbelt Enforcement. ICJI utilizes funding maps from the prior fiscal year to identify areas for ISP to concentrate their enforcement on the areas where local law enforcement have not received other grant funds from ICJI to conduct enforcement. The funding map can be found in this program areas problem ID. ISP is required to report fiscally and programmatically on a quarterly basis in the Egrants system. They are also required to report all enforcement within 15 days of the end of the period in ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, equipment, and travel.

The FY20 OPO project will continue the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. Subgrantees who have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 and 405D funds for appropriate enforcement activities.
Budget: $600,000

Intended Subrecipients

Indiana State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

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

Planned Activity: OPO: Click It, to Live It

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

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

Planned Activity Description

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. One data-driven method utilized to identify the top third counties with the highest unrestrained collisions to their overall collisions. All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur.

OPO is Indiana's primary seat belt enforcement program. All OPO participating agencies must work both national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) and two statewide mobilizations. At least 12.5 percent of grant funds must be spent per mobilization, for a total of 50 percent being used for blitz enforcement. The remaining 50 percent can be used for additional enforcement periods determined by the local agencies based on local traffic data and

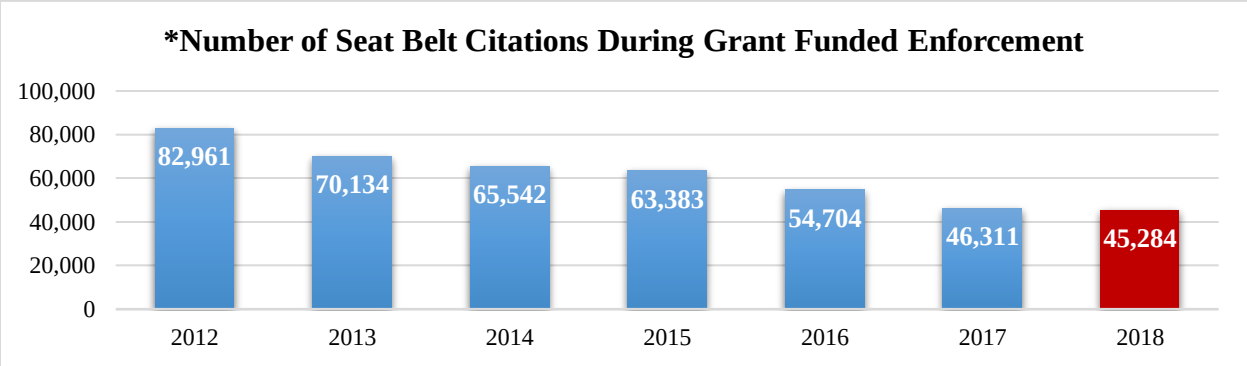
community events. All grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.) during the national mobilizations.

Subgrantees are required to report fiscally and programmatically on a quarterly basis in the Egrants system. Subgrantees are also are required to report all enforcement within 15 days of the end of the enforcement period in ICJI's OPO database. Though OPO is primarily a combination of seat belt and impaired driving enforcement, seat belts remain the top priority. Applicants can additionally request funding to address other high risk driving behaviors should their local data indicate a need.

The FY18 OPO project will introduce the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. Subgrantees who have DREs in their area(s) will have the ability to allocate specific funding for DRE utilization throughout the grant period. DREs will only be activated within OPO enforcement, and not be used as part of DUI Task Force projects. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Each regional program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 funds for traffic safety enforcement only and the overtime enforcement activity conducted at community events is only related to traffic safety.
Budget: $2,400,00

Figure 10: Seat Belt Citations During Grant Funded Enforcement Activity 2012-2018



Source: OPO Database

Intended Subrecipients

Local law enforcement agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

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

Countermeasure Strategy: Supporting Enforcement

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

Project Safety Impacts

The law enforcement liaisons provide support to police departments, by notifying departments in their region about grants they can apply for and also supporting them with the writing and monitoring of the grant activities. LELs are the 1st line compliance monitors for traffic safety grants management. This countermeasure and planned activity assist the others, by providing external agency support to police departments to apply for occupant protection and other grants. The LELs alert certain counties that are in their region that they could apply for occupant protection grants and provide data analysis information specific to each county.

Linkage Between Program Area

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

Rationale

This strategy is not directly for national mobilizations, but the LELs indirectly support blitzes. This countermeasure was selected due to the ability that liaisons are more able to go to law enforcement agencies to provide help than ICJI staff is. The six regions having a liaison in each allows law enforcement agencies to have quicker access to in person help than an ICJI staff member could be there to provide in person help.

Planned activities in countermeasure strategy

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

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

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

Primary Countermeasure Strategy ID: **Supporting Enforcement**

Planned Activity Description

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. CJI will conduct four mobilization campaigns. These campaigns will include Click It or Ticket, Drive Sober or Get Pulled Over and the national Thanksgiving enforcement campaign focused on occupant protection and impaired driving. CJI will also conduct a St. Patrick's Day Dangerous Driving Campaign in March 2020. Active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LELs).

This project provides funds for six regional LELs. Each LEL develops a traffic safety plan for their assigned region. The LEL regional traffic safety plans play a crucial role in fatality reduction. LELs are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their assigned agencies with the coordination of media events during four overtime enforcement periods (this includes two national and two state mobilizations) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and equipment required to complete the duties as assigned. The occupant protection program manager will provide oversight and monitoring of this project.

Budget: $495,000

Intended Subrecipients

Six Law Enforcement Liaisons

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Supporting Enforcement

Funding sources

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

Countermeasure Strategy: Sustained Enforcement

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

Project Safety Impacts

The sustained enforcement strategy is utilized by Operation Belt Up in rural counties. Data shows that often rural counties have more unrestrained collision per 10,000 population than many urban counties. That is why operation belt up provides officers with funds to pay for their overtime enforcement hours outside of the national blitzes in rural counties. Providing funds for enforcement periods outside of blitzes will alert drivers that officers are watching for seat belt violation at times other than the national blitzes.

Linkage Between Program Area

The allocated funds for operation belt up would be $80,000 from 402 General funds. These allocated funds are necessary to seat belt enforcement outside of blitzes, which will be an attempt to lower the unrestrained collision rate outside of blitzes. In 2017, there were 555 fatalities in rural Indiana (60.7 percent of all fatalities), and a little over half of rural fatalities were unrestrained. In 2018, there were 437 fatalities in rural Indiana (66 percent of all fatalities), and 55 percent of rural fatalities were unrestrained. This is why this planned activity provides priority to the top 3rd rural Indiana counties, unless few apply. This planned activity provides an additional mobilization for rural Indiana counties with support for sustained enforcement.

Rationale

The mobilization will occur prior to the National Safe Family Travels mobilization. This countermeasure strategy is not part of the national mobilizations. This countermeasure strategy was selected due to unrestrained fatalities occurring throughout the year. There is a need for seat belt enforcement to continue throughout the year to decrease this number.

Planned activities in countermeasure strategy

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

Planned Activity: Operation Belt Up

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

Primary Countermeasure Strategy ID: **Sustained Enforcement**

Planned Activity Description

Operation Belt Up (formerly RDP), which has been highly effective in increasing seat belt usage rates in rural areas. Since the majority of unrestrained fatalities occur in rural areas, this enforcement is scheduled to occurring prior to the National Safe Family Travel mobilization, where 25 percent of funds will be used, in an effort to emphasize rural seat belt usage. Rural counties are identified using FARS and census data and given top priority to receive funding in this project. Both rural and rural/mixed counties were selected for inclusion based on rates of

unrestrained individuals in collisions per 10k population in 2018. Historically, the top 3rd counties with the highest rates of unbelted crashes are contacted and asked to participate. Any remaining funding may be distributed to additional counties based on unrestrained crash rates. ICJI opened this grant up to additional agencies due to the small number of applications received in FY18. Subgrantees are directed to conduct enforcement patrols for roadway segments and intersections , utilizing data driven identified enforcement areas provided by ICJI. Once the enforcement locations and traffic collision maps are made available to subgrantees, they are required to write a descriptive enforcement plan. Subgrantees are directed to report fiscally and programmatically within 15 days of the end of the enforcement period through the Intelligrants system. Speed enforcement is encouraged as a detection technique to identify unrestrained occupants, due to it being factor in about 46 percent of unrestrained fatal collisions. DUI, and other projects are not eligible for these enforcement funds. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Assigned program managers will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 General funds for appropriate enforcement activities.
Budget: $80,000

Intended Subrecipients

Local law enforcement agencies that are among the top 30 counties with the highest unrestrained collisions to their overall collisions (priority)
Local law enforcement agencies that demonstrate a need for operation belt up funds

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement

Funding sources

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

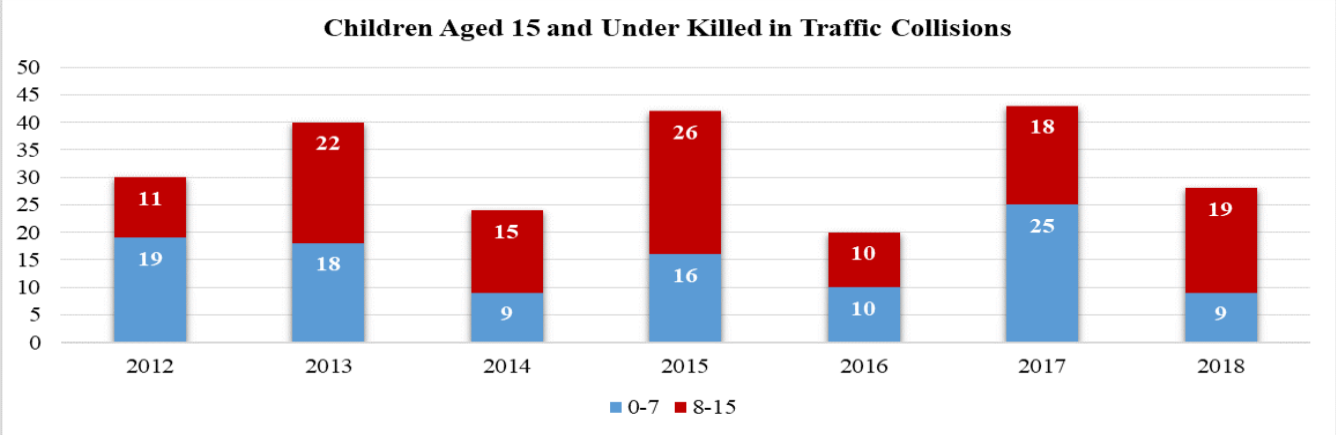
Program Area: Occupant Protection (Child Passenger Safety)

Description of Highway Safety Problems

In 2017, there was a 110 percent increase in the number of children (ages 0 to 14 years) killed in traffic collisions from 2016. There is a projected 35 percent decrease in the number of children killed in traffic collisions from 2017 to 2018. For every one restrained child that dies in a collision almost 2.5 unrestrained children die. A total of 2,612 children ages 8 to 14 years old were involved in collisions. This age group also had the lowest restraint usage rate (14.5 percent) of any child age group in collisions. A total of 1,585 children ages 3-7 were involved in

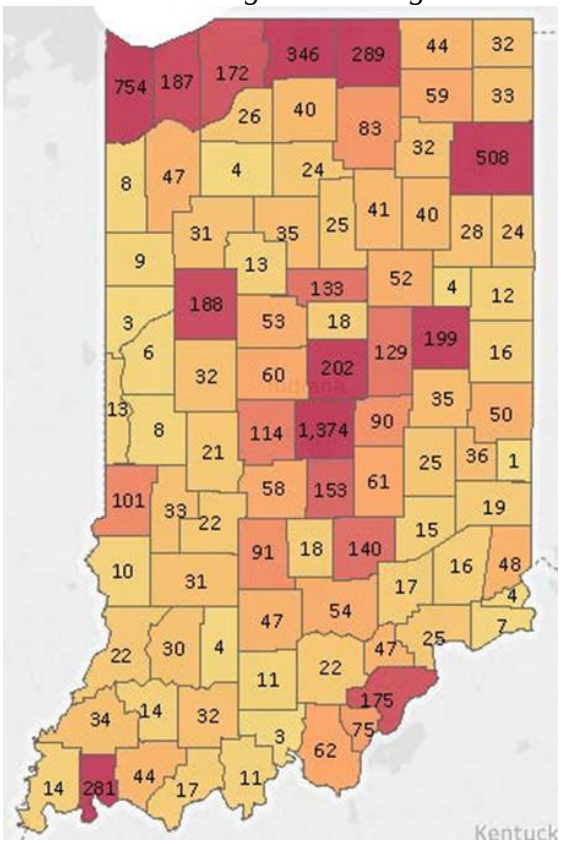
collisions last year, and 12 percent were unrestrained. In 2018, 1,017 children ages 0-2 were involved in collisions, and 11 percent were unrestrained. Over one-half (57.3 percent or 1,784 children) of child traffic injuries occurred in collisions between 12 PM and 5:59 PM. "Failure to yield right of way", "following too closely", and "disregarding a signal" were the top three primary factors that contributed to the most child injuries in collisions, accounting for 54 percent of all 2018 child traffic injuries.

Figure 11: Children Aged 15 and Under Killed in Traffic Collisions 2012-2018



Source: FARS and 2018 comes from ARIES

Collisions Involving Children Age 14 and Under per County Map



Source: ARIES

Associated Performance Measures

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

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Child Passenger Safety)**

Project Safety Impacts

Inspection stations provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat widespread misuse. Inspection stations utilize technicians to educate parents, but also supports a network of coalitions and chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the other countermeasures by focusing on the proper restraint and usage of restraints for children based on their age, size, developmental needs.

Linkage Between Program Area

The problem ID section reveals that ages 8 to 14 years old used restraints the least of any child age group. In 2017, 2 bicyclists and 6 pedestrians from this age group died in collisions. In 2018, 9 child pedestrians died in collisions. This suggests that parent education requires further emphasis to assure parents understand that not only do children this age need to wear a seat belt minimum, but some should likely still be using a booster seat. Technicians have the knowledge and skill to demonstrate proper actions to convey this point to parents when they complete an appointment at a fitting station for assistance. Technicians must complete the National Safe Kid Certification to staff stations. ICJI is requesting $685,000 in total funds. We are requesting $35,000 in 402 general funds and $650,000 in 405B child passenger/seat belts funds. These funds are needed to address child fatalities due to improper restraints or no restraint.
Inspection Station Map by County

Rural (blue, population <40,000) Urban (orange, population >40,000) County Map

Automotive Safety Program Activities

Automotive Safety Program Activity						
Years	**Clinics**	**New Technicians**	**New Law Enforcement Technicians**	**Total Technicians**	**Inspected Car Seats**	**Car Seats Deemed Defective**
2016	89	256	33	876	4,598	2,208
2017	**49**	**305**	**18**	**1,106**	**1,910**	**1,333**
2018	66	364	20	1,513	1,513	957

Future plans for the Automotive Safety Program

- Three (3) Child Passenger Safety Technician Courses to be held within each of the six (6) geographical regions of the ICJI Traffic Safety Division, with priority in delivery directed to Fall of 2019 and Spring of 2020
- One (1) Regional Refresher Course within each of the six (6) geographical regions of the ICJI Traffic Safety Division during the Spring of 2020
- One (1) Statewide Child Passenger Safety Conference to provide no less than 12 hours of content of which will be eligible to qualify for continuing education credits towards CPST Recertification, capable of accommodating a minimum of 200 attendees•
- 180-240 New Child Passenger Safety Technicians, renewal of 70% or greater of the currently eligible technicians for recertification to maintain a working level of technicians between 1,500 to 1,800
- Increase clinics by 30%

Rationale

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

Planned activities in countermeasure strategy

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

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

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

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

Planned Activity Description

ICJI provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children (under 15 years of age) who could be seriously

injured or killed in a motor vehicle crash. Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager, one dedicated full-time Child Passenger Safety Program facilitator, one full-time support administrator and one non-English speaking facilitator. The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

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

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

Budget: $535,000

Intended Subrecipients

Safe Kids Program Manager

Child Passenger Safety Program Facilitator

Support Administrator

Non-English Speaking Facilitator

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

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

2020	FAST Act NHTSA 402	Child Restraint (FAST)	$35,000.00	$8,750.00	$35,000.00

Planned Activity: Child Passenger Safety Education Liaisons

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

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

Planned Activity Description

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

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

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

Budget: $150,000

Intended Subrecipients

Local Child Passenger Safety Liaisons

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

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

Planned Activity: Child Restraint Distribution Program

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

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

Planned Activity Description

This grant will be utilized to fund the network of permanent fitting stations (PFS) across the state. These PFS each have a certified child passenger safety technician available for education, providing car seats (when appropriate), and advocate for child occupant protection. Currently, there are more than 90 PFSs throughout Indiana in 49 counties (see *Attachment 1: Occupant Protection* for a list of Indiana counties with a PFS). ICJI will also provide funding to the network of PFSs to provide child restraints at special events and one day clinics. Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.

Inspection stations provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraints in an effort to combat widespread misuse. The inspection stations not only educate parents, but also supports a network of coalitions and chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the other countermeasures by focusing on getting children in the proper restraint based on their age and also insuring that child seats are installed properly as well. This suggests that an emphasis should be placed on this age group and making sure parents understand that not only do children this age need to wear a seat belt minimum, but some should likely still be using a booster seat. The technicians are able to convey this point to parents when they stop at the station for assistance.

To make the inspection stations more efficient and collect data regarding installation errors ICJI is requesting means to provide necessary technology to utilize the electronic check up forms to each station. In addition to being more efficient this technology will allow CJI staff to access check-up forms more readily and analyze them more accurately. There is still a great need to fund this planned activity due to the fact that unrestrained children continue to be involved in collisions in Indiana. This countermeasure is focused on eliminating barriers between CJI and the community by collecting and investigating specific needs associate with inspection stations, in turn informing where to allocate funds to best serve that community. Analysis of data collected from the electronic check-up forms is set to being next year. This planned activity will contribute to the child restraint program but providing CJI with accurate data related to the use, distribution, and inspection of child restraints in Indiana. Future analyses of this data will better inform the need, usefulness, and allocation of funds associated with Child Passenger/Seat Belts. This countermeasure is not part of the National Mobilizations.

This project will fund the purchase of additional iPads and cases for Indiana's child restraint fitting stations with cases to utilize the electronic check form at greater deployment This electronic format will provide staff at the inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. Additionally allowing CJI staff to run more accurate and timely reports through this newly created database. ICJI has purchased 118 iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. This project additionally funds the purchase of child restraint seats to be distributed by technicians using the Permanent Fitting Station Network across Indiana.
Budget: $185,000

Intended Subrecipients

Local Permanent Fitting Stations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

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

Countermeasure Strategy: Highway Safety Office Program Management Child Safety

Program Area: **Occupant Protection (Child Passenger Safety)**

Project Safety Impacts

The child safety coordinator will oversee the teen driving and child safety grants for the state. The grant manager will assist those applying for child safety and teen driver grant funding.

Linkage Between Program Area

As the maps above show each region has at least one county that has more than 50 young driver collisions. The program manager will help the Child Passenger Safety Regional Facilitators in identifying these counties and providing in-person and in-office help to lower those collision numbers. The allocated 402 General funds of $75,000 will help pay for the salary and travel of the grant manager

Rationale

This does not include funds for management of the national mobilizations. This countermeasure strategy was selected due to child passenger grants needing monitoring by an ICJI staff member. The program manager is able to monitor the child restraint grant funded activities and young driver grant funded activities.

Planned activities in countermeasure strategy

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

Planned Activity: Child Safety and Young Driver Program Management

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

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

Planned Activity Description

This project funds a program manager to oversee Child Passenger Safety, Indiana SADD, and teen driver programs. Salary, benefits, and travel costs will be paid for by this project.
Budget: $75,000

Intended Subrecipients

ICJI traffic safety program manager

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management Child Safety

Funding sources

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

Program Area: Planning & Administration

Description of Highway Safety Problems

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

Planned Activities

Planned Activities in Program Area

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

PT-2020-05-00-00	Statewide Training	

Planned Activity: Planning and Administration

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

Primary Countermeasure Strategy ID:

Planned Activity Description

The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety director and staff as well as a research associate. The ICJI executive director, deputy director, and legal staff will also bill hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.
Budget: $505,000

Intended Subrecipients

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

Countermeasure strategies

Funding sources

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

Planned Activity: Statewide Training

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

Primary Countermeasure Strategy ID:

Planned Activity Description

This project provides for an annual statewide training for all subgrantees and potential subgrantees. Trainings are provided in three separate regions of the state to allow for maximum attendance. Topics covered include grant management and fraud prevention, legal and/or legislative updates, available funding and training opportunities, and best practice presentations**.** The Traffic Safety Division Director will provide oversight and monitoring of this project.
Budget: $35,000

Intended Subrecipients

Local Law enforcement agencies
ICJI traffic Safety staff

Countermeasure strategies

Funding sources

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

Program Area: Speed Management

Description of Highway Safety Problems

In both 2017 and 2018, 10 percent of fatalities listed the primary factor for the collision as related to speed. Speed was also the primary factor in 233 incapacitating injuries in 2017 and 220 incapacitating injuries in 2018, which is 7 percent of all incapacitating injuries in both 2017 and 2018. Speed in the ARIES database is represents two (unsafe speed and speed too fast for weather) of thirty potential primary factors. Speed is also listed as a factor in an average of 46 percent of unrestrained fatalities. Indiana did met the target for speeding-related fatalities in 2017 and are striving to do the same for the next three years.

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Countermeasure Strategy
Sustained Enforcement Speed

Countermeasure Strategy: Sustained Enforcement Speed

Program Area: **Speed Management**

Project Safety Impacts

Sustained speed enforcement allows law enforcement agencies to be able to enforce speed laws throughout the year. ICJI is utilizing this countermeasure strategy by purchasing moving radars for law enforcement agencies that participate in the OPO program and then they may utilize them throughout the year, as well. This countermeasure supports the others that are part of the

national mobilizations. The purchased moving radars are only to be given to agencies who participate in the OPO program and need equipment to effectively enforce.

Linkage Between Program Area

As stated in the problem ID speed is the primary factor in 10 percent of fatalities and more often a factor in unrestrained fatal collisions. By enforcing speed fatalities, especially unrestrained fatalities, have the potential to decrease. ICJI is requesting $500,000 in 405B funds. This is $1,100,000 less than the previous year due to a decrease in need for equipment from our subgrantees. The agencies receiving these are participating in OPO which focuses on seat belt enforcement and these will assist in identifying potential seat belt violators who are also speeding.

Rationale

This countermeasure strategy is part of the national mobilizations. This planned activity developed due to a need from agencies to have adequate radar equipment. ICJI chose this countermeasure strategy, because it enforces speed which was a factor in 220 fatalities in 2017 and a projected 211 in 2018, speed was not necessarily the primary factor in these collisions. It is also important to give agencies the equipment necessary to perform the duties that are required in OPO program.

Planned activities in countermeasure strategy

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

Planned Activity: Speed Detection Enforcement Equipment

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

Primary Countermeasure Strategy ID: **Sustained Enforcement Speed**

Planned Activity Description

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by each regional program manager prior to funding. Beginning in FY 16, OPO applicants utilized county specific data reflecting collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. One technique that is useful in seat belt violation detection is speed enforcement. On average, 46 percent of unrestrained fatal collisions list speed as a factor. Moving radars are necessary for law enforcement agencies to enforce speed violations and could potentially lead to seat belt enforcement as a secondary. This planned activity will purchase approximately 300 moving radar units to provide to OPO law enforcement agencies in support of their speed enforcement efforts.

Budget: $500,000

Intended Subrecipients

Local law enforcement agencies who participate in the OPO project and demonstrate a need for radar equipment.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Sustained Enforcement Speed

Funding sources

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

Program Area: Traffic Records

Description of Highway Safety Problems

ICJI has access to an excellent data resource in the ARIES database. The ARIES database allow detailed analysis of collision data. Due to data analysis limitations at ICJI, the expertise of organizations such as CRS at Purdue University and Indiana University's PPI are needed. Both CRS and PPI provide numerous reports and data for ICJI and/or public consumption. Additional partnerships with the IDHS, ISDH, and the Division of State Court Administration provide access to data ICJI would not otherwise possess.

In Indiana, there are currently only 100 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY-20 is to train five more hospitals.

The Nemsis III system for recording all EMS and Fire runs is not yet fully implemented. The goal of the Indiana Department of Homeland Security project is to fully implement NEMSIS III and create linkage to the other state agencies who are users of that data. The goal for FY-20 is to reach a minimum of 100% implementation of the NEMSIS III system.

There are currently courts in 70 counties linked into the Odyssey system. The goal of the Indiana Supreme Court eCWS is project is to increase the number of courts linked into Odyssey for all 92 counties. There are currently 467 law enforcement agencies that are trained to use the e-CWS system. The goal for FY-20 is to add six more counties.

The Indiana University Public Policy Institute found that only 60 percent of drivers involved in fatal crashes are tested for impairment. The Indiana department of toxicology analyzed blood samples submitted by 397 Indiana agencies, in 2018. These agencies submitting blood samples include; coroners, town marshals, municipal and county departments, and state law enforcement. There were 19 new agencies submitting samples for the first time in 2018, which equates to 5 percent of agencies submitting. The department of toxicology received 11,578 submissions, which was 332 more than in 2017. There has been a 94 percent increase in submissions in just seven years (5,960 submissions in 2012). The department of toxicology was able to complete 7,842 submissions for analysis, but still had 1,761 pending cases at the end of 2018. It is taking on average 11 months before submissions are able to be analyzed.

Secondary collisions have started to become an issue that is receiving more attention recently. In 2017, there were 45 fatalities and 111 incapacitating injuries that resulted from 3,653 secondary collisions. In 2018, 32 fatalities and 109 incapacitating injuries resulted from 3,297 collisions. Although there was a decrease between 2017 and 2018 there are still over 3,000 secondary collisions occurring and nearly the same amount of incapacitating injuries occurring. This issue needs to be addressed through collision clearance and training on collision reconstruction.

All the projects with these partners seek to (1) improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that the State needs to identify priorities for national, State and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; (4) create working groups within the TRCC to develop systems for tracking patient data from the crash, to the EMS provider, to the hospital/trauma center destination, including discharge; (5) to evaluate and make recommendations to bring the State's Police Accident Report (PAR) in line with the most recent MMUCC standards; and (6) to improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other States and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, circumstances, and outcomes.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3497.4
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	907.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management Records
Improves accessibility of a core highway safety database
Improves integration between one or more core highway safety databases
Improves timeliness of a core highway safety database

Countermeasure Strategy: Highway Safety Office Program Management Records

Program Area: **Traffic Records**

Project Safety Impacts

The traffic records management will be part of the regional grant managers' duties. Each manager will oversee the traffic records grants for their region(s). The grant managers will help each region improve their traffic records systems through grant funding.

Linkage Between Program Area

ICJI is requesting $60,000 in 405C Traffic Records funds. This is the same amount requested from the previous year. The allocated 405C funds will help pay for the salary and travel of the grant managers.

Rationale

The reason this countermeasure was selected to fund part of the regional program managers salaries and travels related to traffic records activities. Traffic records is a necessity for traffic safety improvement due to it being the data collection tools that can show the problems.

Planned activities in countermeasure strategy

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

Planned Activity: Program Management- Traffic Records

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

Primary Countermeasure Strategy ID: **Highway Safety Office Program Management Records**

Planned Activity Description

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), management of the Traffic Records subgrantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

Budget: $60,000

Intended Subrecipients

Regional program managers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management Records

Funding sources

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

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

This countermeasure will help improve access to reporting into a database and then creating an extract of data that can be shared with other agencies. ICJI will provide funds to the department of health to provide the software to hospitals so they can report injuries from collisions into a collective database state database and also to the BMV for an extract with driver's license data. This countermeasure is focused on improving accessibility to a particular database for reporting agencies and sharing data from databases. The other countermeasures focus on connecting data from two databases together and improve timeliness of reporting into a system.

Linkage Between Program Area

As reported in the problem ID not every hospital reports into the Department of Health's state Trauma database and it is important to have more hospitals report into the database. The more hospitals that report into the database the more accurate view ICJI and other agencies will have when looking at injury from traffic collisions. The BMV extract helps IUPPI and Purdue with the combined data reports they put together. ICJI is requesting $172,252 in 405C Traffic Records funds. This is the same amount that ICJI requested last year. The audience are hospitals that do not currently report into the database and provide upgrades for hospitals who are. The audience for the BMV is IUPPI and Purdue who receive that driver's license data extract.

Rationale

This countermeasure strategy was recommended in an assessment. Neither of the planned activities are part of the national mobilizations. This countermeasure strategy will approve accessibility to the data so it can be analyzed.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-05-00-00	Indiana State Department of Health - Trauma Database
M3DA-2020-06-00-00	Bureau of Motor Vehicles Data Compilation and Sharing

Planned Activity: Indiana State Department of Health - Trauma Database

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

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

Planned Activity Description

This data includes intake and discharge data from hospitals regarding injuries resulting from traffic crashes. There are 121 hospitals with Emergency Management Systems in Indiana. The ISDH is currently working with approximately 100 of them. The goal for FY-20 is to add five additional hospitals in reporting into the system. This task will pay for trauma registry software, training, data importation, customization costs, software assurance, salary and IOT annual housing and maintenance of state SQL server, pilot rural hospital expansion of registry project (including training/travel, user group meetings, hardware/software upgrade costs, and the purchase of annual maintenance of software from vendors). Salary costs within this project are proportionately funded and specified in each project agreement. Assigned program manager will provide oversight and monitoring of this project.
Budget: $170,252

Intended Subrecipients

Indiana State Department of Health

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

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

Planned Activity: Bureau of Motor Vehicles Data Compilation and Sharing

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

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

Planned Activity Description

This project funds the agreement with the Indiana Bureau of Motor Vehicles to create an extract with all pertinent information regarding licensed Indiana driver's including driving history. This extract will be provided to Purdue University-Center for Road Safety and Indiana University Public Policy Institute for purposes of analyzing Indiana highway traffic data. This extract has been conducted for the past seven years and includes BMV traffic data from 2003 to present.
Budget: $2,000

Intended Subrecipients

Indiana Bureau of Motor Vehicles.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

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

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

Program Area: **Traffic Records**

Project Safety Impacts

This countermeasure strategy takes two databases and connects the data. Indiana has three planned activities that primarily utilize this countermeasure strategy. The Center for Road Safety connects data from the ARIES database and, hospital inpatient/outpatient database, Trauma registry and BMV data with the goal of accurately depicting incapacitating injuries that result from collisions. Another planned activity is the EMS data which integrates Indiana's EMS data with the NEMSIS III database. The third planned activity is with IU's Public Policy Institute that puts together collision data and BMV data to create fact sheets for each Indiana County and then focused on different types of collisions. This countermeasure allows Indiana's data to be analyzed at a national level and also gives a full scope view of behaviors, injuries, and collisions that occur in Indiana. The other countermeasures help improve different databases alone. This allows data from these separate databases to talk to each other.

Linkage Between Program Area

This countermeasure will make our data more accurate and it has a larger effect on problem IDs that involve driver behaviors. We can know injuries that result from unrestrained collisions that may only be able to be determined at a hospital and not on-site of the collision. We can also know information about the driver information on a license and collision data. ICJI is requesting in total $305,000 in 405C Traffic Records funds, $245,000 in 402 General funds and $150,000 in 405D Impaired Driving funds for all planned activities utilizing this countermeasure strategy. This is the same amount as requested in the previous year. In regards to audience the countermeasure in this area are focused on improving our databases.

Rationale

Improving databases and connecting more data was a recommendation. This countermeasure does not directly assist in the national mobilizations. Improving integration between databases will lead to better data analysis that allows a full scope view of what is occurring on Indiana's roads. The better our data analysis can be the more effectively we can address issues on our roadways.

Planned activities in countermeasure strategy

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

Planned Activity: Purdue University - Center for Road Safety

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

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

Planned Activity Description

This project funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications linking crash, hospital inpatient/outpatient databases, and BMV data. CRS also designs, implements, and analyzes results from the observational seat belt usage surveys. CRS links data submitted by EMS providers into the Crash Outcome Data Evaluation System (CODES). CRS will provide two CODES projects: (1) screening for road segments experiencing both high crash incidence and impaired driver incidence and (2) analysis of motorcycle crash outcomes based on previous training experience, socio-economic characteristics, and operator behavior (citations). Another part of this planned activity is to provide crash reconstruction training to local law enforcement officers to improve data. Funding is used for salaries, benefits, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project.
Budget: $245,000

Intended Subrecipients

Purdue University Center for Road Safety
Local Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

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

Planned Activity: Indiana Department of Homeland Security - EMS Data

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

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

Planned Activity Description

This project provides funds to pay for training and software necessary for the EMS Data Registry programs web-based on-line reporting system. No equipment over $5,000 will be purchased without prior approval from the NHTSA regional administrator. This system seeks to link data submitted by EMS providers into the NEMSIS III database. In Indiana there are over 800 EMS providers of which approximately 500 are stand-alone ambulance services, and over 300 are EMS providers that are located in approximately 950 fire departments. This project aligns Indiana EMS run reporting data with national NEMSIS III requirements. Assigned program manager will provide oversight and monitoring of this project.
Budget: $105,000

Intended Subrecipients

Indiana Department of Homeland Security

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

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

Planned Activity: Indiana University- Public Policy Institute

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

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

Planned Activity Description

This project supports services provided by Indiana University's Public Policy Institute (PPI), including the identification of motor vehicle crash trends and creation of the Indiana Traffic Trend Fact Sheets, a Strategies for Reducing Traffic Deaths and Injuries Book, and an Indiana County Profiles Book. The fact sheets contain traffic-related data for the following categories: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. Based on input from ICJI, the fact book for FY-20 will be restructured. The problem identification section of the fact book will be published as a separate face sheet. Also, the section of the fact book pertaining to county data will be added to the county profiles. ICJI utilizes the information from these publications to help set performance measures and distributes these publications to sub-grantees to incorporate into their grant applications. PPI also provides ICJI with ad hoc data queries when requested. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

Budget: $350,000

Intended Subrecipients

Indiana University Public Policy Institute

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

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

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

This countermeasure is to improve a current database or data collecting method to be quicker. Indiana has an e-citation database. Not every law enforcement agency is equipped with the technology necessary to report directly into the system at this time. The Indiana office of court technology will assist agencies in training and purchasing the equipment necessary to report into the eCWS system. The system allows prints a ticket rather than an office handwriting tickets, which makes a traffic stop quicker. There are other databases that ICJI gets data from that make our research and decisions better informed. Having timely and accurate citation data assists in giving a quick and accurate picture of traffic violations throughout the state.

Linkage Between Program Area

Not all law enforcement agencies utilize the eCWS system, which reduces accuracy. ICJI is requesting $400,000 in 405 C Traffic Records funds. This is a $60,000 increase from the previous year. The increase is to replace old technology that is unable to run the software and also there is more requests for training from departments that want to use eCWS, but are trained to. Providing the eCWS system to more law enforcement agencies was suggested in an assessment.

Rationale

It is not part of a national mobilization, we use the OPO database for the blitzes. The rationale for this countermeasure is to make our traffic citation system more efficient in regards to timeliness for both getting the data into the system and giving the citation to the offender.

Planned activities in countermeasure strategy

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

Planned Activity: Indiana Supreme Court - eCWS

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

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

Planned Activity Description

This project facilitates linkage of citation/adjudication records and BMV Licensing Database, improvements in data fields, and specificity to data elements of the citation and adjudication database. Computer equipment (Window and iPad tablets, laptops, printers, and scanners) operate the eCWS program, provide law enforcement eCWS education and support, and to add data elements to improve the data quality to better meet the MMUCC Standards for Crash records the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS). ICJI will receive prior approval from the NHTSA regional administrator to purchase any equipment item over $5,000. Citation data is uploaded into the courts' Odyssey case management system, the eCWS database is the linkage to the BMV and can be accessed by ICJI and other state agencies. This project also serves to enhance the e-CWS software to allow mapping data to be updated in a more timely and precise manner. The e-CWS system data scanners are linked to the Indiana Crash Records database to facilitate the accuracy of data of persons, vehicles, and pedestrian data involved in crashes within Indiana. Specifically the persons involved demographics, number of records with GPS Coordinates to identify problem areas for enforcement and VIN accuracy for BMV linkage will be improved. Currently eCWS is deployed and operational with 469 agencies of the 678 agencies in Indiana, FY2020 Project will increase this to 495 agencies or 73% of eligible agencies. The Traffic Records Coordinator will provide oversight and monitoring of this project.

Budget: $400,000

Intended Subrecipients

Indiana Supreme Court

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

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

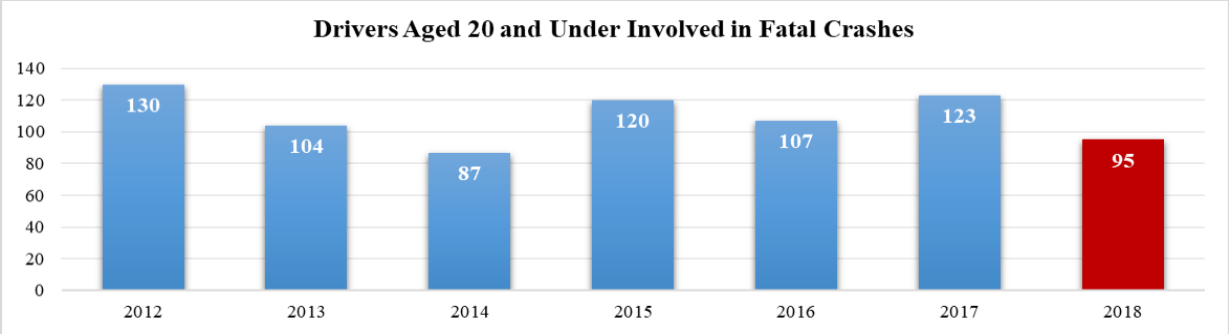
Program Area: Young Drivers

Description of Highway Safety Problems

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

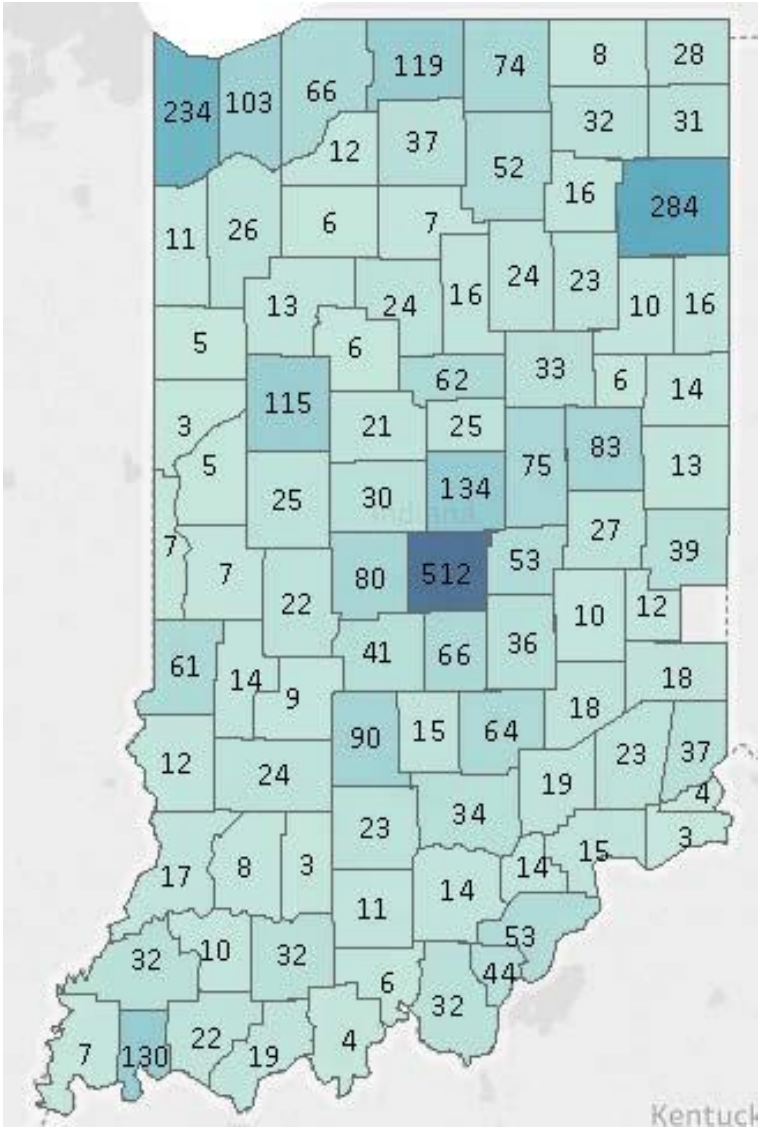
In 2017, 123 young drivers were killed in collisions, a 15 percent increase from 2016. It is projected that ninety-five young drivers were killed in collisions in 2018, a 23 percent decrease from 2017. In 2018, 18.5 percent of young drivers (22 young drivers) involved in fatal collisions tested positive for alcohol and/or drugs test (includes positive and pending drug results). Ten of the young drivers who were involved in positive result collision died. The SADD, SUDS, ICE and CIS programs have all been in place for at least five years. In the past seven years the number of fatal and incapacitating collisions for young drivers. Has declined. This age group also has the highest percentage of any age group for engaging in distracted driving during a collision. For every 1,000 collisions 5 young drivers were at fault due to distraction. Every age group of drivers demonstrate participation in distracted driving. For every 1,000 collisions 3.9 drivers' ages 21-24 and ages 25-44 were at fault due to distraction. Those who are 45 and older were the least likely to be at fault for a collision due to distraction (3.8 to every 1,000 collisions). Distraction is considered a contributing factor, but crash statistics will not show it as the cause of the crash.

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



Sources: FARS and 2018 data from ARIES

Collision Map Involving Young Drivers per County in 2018



Source: ARIES

Associated Performance Measures

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

Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driving
School Programs

Countermeasure Strategy: Distracted Driving

Program Area: **Young Drivers**

Project Safety Impacts

In order to mitigate concerns around distracted driving in regards to cell phone use, agencies will create greater awareness and education efforts to address the problem of distracted driving it is recommended organizations develop and conduct distracted driving communication and outreach campaigns directed to the general public, that carry a general, "pay attention" message. In this effort, our specific countermeasure eludes to continuing to encourage police agencies to create indicatives that establish awareness in their communities. This countermeasure targets distracted driving specifically, which is a behavior that drivers of all ages participate in, but young drivers are more likely than other age groups to be at fault due to distraction. Other countermeasures target teaching young drivers safe driving behavior and skills and restraint use for those 0-15.

Linkage Between Program Area

In 2017, the total number of distracted driving collisions were 3.5 percent of all collision and in 2018 distracted driving accounted for 3.3 percent of all collisions. Although, these percentages are minimal, since 2018 statutes like the Indiana Testing statue have been difficult for police officers to enforce. Distracted driving is an issue on the roadways, but unfortunately due to Indiana laws ICJI is unable to determine the full magnitude of the problem. The ultimate goal of these initiatives is to change driver behavior, which is a difficult task. In order to optimize these efforts and become more effect the "stay alert" message must be tailored to the localize problem of police agencies. This countermeasure strategy and planned activity will lower fatalities involving young drivers, incapacitating injuries and fatalities in general. This countermeasure strategy will help ICJI in determining that magnitude and provide potential solutions to solve it. ICJI is requesting $100,000 in 405E Dangerous Roadway funds. There is still a great need to fund this planned activity due to the fact that there are plenty of distracted driving collisions in Indiana that are reported to have a different primary factor or contributing circumstance. This countermeasure is focused on informing and helping drivers become more aware of internal and external distraction associated with driving.

Rationale

In order to mitigate concerns around distracted driving in regards to cell phone use, agencies will create greater awareness and education efforts to address the problem of distracted driving it is recommended organizations develop and conduct distracted driving communication and outreach campaigns directed to the general public, that carry a general, "pay attention" message. In this effort, our specific countermeasure eludes to continuing to encourage police agencies to create indicatives that establish awareness in their communities. This countermeasure targets distracted driving specifically, which is a behavior that drivers of all ages participate in, but young drivers are more likely than other age groups to be at fault due to distraction. Other countermeasures target teaching young drivers safe driving behavior and skills and restraint use for those 0-15.

Planned activities in countermeasure strategy

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

Planned Activity: Distracted Driving

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

Primary Countermeasure Strategy ID: **Distracted Driving**

Planned Activity Description

Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and creative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify creative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations.

Budget: $100,000

Intended Subrecipients

Local law enforcement agencies.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Distracted Driving

Funding sources

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

Countermeasure Strategy: School Programs

Program Area: **Young Drivers**

Project Safety Impacts

School programs are driving safely education programs that occur in schools to target young drivers. ICJI uses this countermeasure through SADD, Rule the Road, and Children less than 15 years of age as unrestrained passenger vehicle occupant fatalities. ICJI provides grants to SADD

to help implement chapters in Indiana middle and high schools and college campuses. Rule the Road is a program ran by a local police department at their local high school. The program has different activities to teach young drivers safe driving maneuvers. This countermeasure allows young drivers more opportunities to learn safe driving behaviors than just drivers education.

Linkage Between Program Area

As identified in the problem ID section above the top two primary factors are "following too closely" and "failure to yield right of way." Both of these primary factors are due to behavior of the driver. These programs can teach young drivers how to avoid collision due to these factors, by slowing down and how to avoid objects stopped in the middle of the road. The Children less than 15 years of age as unrestrained passenger vehicle occupant fatalities project features classroom education about the importance of using a seat belt for children ages 8 to 12. This age group is also able to put their own seat belt on without assistance from their parents. This countermeasure supports the other programs, because it goes to where children are already at. The other countermeasures support what adults can do to increase safe roadways for children and young adults. ICJI is requesting $225,000 in 402 General funds and $500,000 in 405B Child Passenger/Seat Belt funds. This is a $75,000 increase in 402 funds from the previous year due to funds also going to the Rule the Road project.

Rationale

This countermeasure strategy was not recommended in an assessment. It is not part of a national mobilization. Though Indiana met our target of young drivers involved in fatal collisions there is still work to be done. Young drivers do not fully grasp the dangers of risky driving behavior or the skills to maneuver to avoid a collision. School programs are necessary to help them to understand the dangers and learn these skills. Having these programs in schools is meeting our target audience where they are at and it is one reason we chose this countermeasure strategy.

Planned activities in countermeasure strategy

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

Planned Activity: Rule the Road

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

Primary Countermeasure Strategy ID: **School Programs**

Planned Activity Description

ICJI partners with State Farm Insurance to conduct a unique program entitled Rule the Road. Rule the Road is a collaboration between ICJI, Indiana SADD, law enforcement agencies, schools, and communities to improve teen driver safety. Rule the Road events are held throughout the state providing teens with hands-on driving training through certified emergency vehicle operator instructors. These events also educate young drivers and their parents about the

GDL law, basic car maintenance, seat belt safety, and dangers of distracted and impaired driving. This funding allows for approximately twelve events to be held throughout the state. Funding provides for officer overtime costs, traffic cones, and skid car tire kits for training vehicles. Assigned program manager will provide oversight and monitoring of this project.

Budget: $75,000

Intended Subrecipients

SADD chapters

Local Law Enforcement Agencies

Indiana High Schools

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

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

Planned Activity: SADD- Teen Traffic Safety

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

Primary Countermeasure Strategy ID: **School Program**

Planned Activity Description

A primary method for Indiana to address the number of teens killed and injured in teen driving crashes is through the statewide Students Against Destructive Decisions (SADD) program. Indiana SADD receives grant funds from ICJI to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle schools, high schools, and college campuses. SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities. Funds are also used to pay for travel and equipment costs for training and activities at more than 150 schools throughout the state. Equipment costs may include, but are not limited to, hands on teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge. Funding in the amount of 10 percent of the award is designated to supporting youth attendees ages 19 and younger to attend the Annual National

SADD convention. All equipment will be identified in the project budget. No equipment over $5,000 will be approved without prior approval from the NHTSA regional administrator. Alliance will bring a red carpet and backdrop to different high school proms throughout the state. Alliance will have $45,000 to use for the prom activities. Through these programs and hands on activities, Indiana SADD reaches teenagers all over the state. Assigned program manager will provide oversight and monitoring of this project. Another part of the SADD planned activity is to give funding to Alliance Highway Safety for prom events. Alliance will come to a minimum of six proms at high schools around the state. While there they will have a background with the drive sober logo for kids to take pictures with. They will also have a red carpet that has the drive sober logo on it for kids to walk on as they are entering prom. Alliance will also being doing different educational assembly programs at schools called Choices Matter at the prom events. Alliance will only do these activities at schools that have a SADD chapter that helps sponsor/host their high prom. Alliance has $45,000 for the educational advertising messaging items for all areas of impaired driving and unrestrained crashes. ($15,000 from 402, $15,000 from 164AL, and $15,000 from 405D low). For their choices matter program, referenced above to provide programs at 150 schools in Indiana, they will receive $240,000 ($80,000 from 402, $80,000 from 164AL, and $80,000 from 405D low). Educational advertising messaging items are reusable items that are used during each educational outreach event, including but not limited to: banners, backdrops, carpet runners, table top covers, booth tent covers for outside events with SADD Groups. All of these items will be reused throughout the year long program and will then be returned to the Highway Safety Office for reuse at future events. The educational messaging noted is the logo printing to these items are the NHTSA ”Drive Sober or Get Pulled Over”, ”If You Feel Different, You Drive Different” logos along with the Highway Safety Office ”ICJI” logo.
Budget: $150,000

Intended Subrecipients

SADD chapters throughout Indiana

Alliance Highway Safety for the Prom events, as Local Benefit

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

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

Evidence-based traffic safety enforcement program (TSEP)

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

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

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

Crash Analysis

[null]

Deployment of Resources

[null]

Effectiveness Monitoring

[null]

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

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

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

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

405(b) Occupant protection grant

Occupant protection plan

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

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

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

Agencies planning to participate in CIOT:

Agency
Angola City Police Department
Bartholomew County Sheriff's Office
Batesville Police
Blackford County Sheriff's Office
Bloomington Police Department
Bluffton Police Department
Boone County Sheriff's Office
Bourbon Police Department
Bremen Police Department
Brownsburg Police Department

Cass County Sheriff's Department
Clinton City Police Department
Connersville Police Department
Crawfordsville Police Department
Culver Police Department
Daviess County Sheriff's Office
Decatur County Sheriff's Department
Decatur Police Department
Dubois County Sheriff's Department
Elkhart County Sheriff's Department
Floyd County Sheriff's Department
Fort Wayne Police Department
Frankfort Police Department
Franklin Police Department
Fulton County Sheriff's Department
Gary Police Department
Grant County Sheriff's Department
Hamilton County Council on Alcohol & Other Drugs
Hammond Police Department
Hancock County Sheriff's Department
Henry County Sheriff's Department
Hobart Police Department
Howard County Sheriff's Department
Huntington County Sheriff's Department
Indianapolis Metropolitan Police Department
Jasper Police Department
Jennings County Sheriff's Department
Knox County Sheriff's Department
Kokomo Police Department

Lafayette Police Department
Lake County Sheriff's Department
LaPorte County Sheriff's Office
LaPorte Police Department
Lawrence County Sheriff's Department
Lawrenceburg Police Department
Leavenworth Police Department
Madison County Sheriff's Department
Madison Police Department
Marshall County Police Department
Merrillville Police Department
Miami County Sheriff's Office
Michigan City Police Department
Mishawaka Police Department
Morgan County Sheriff's Department
Muncie Police Department
Nashville Police Department
New Albany Police Department
New Castle Police Department
Noble County Sheriff's Department
North Manchester Police Department
North Vernon Police Department
Paoli Police Department
Peru Police Department
Plymouth Police Department
Posey County Sheriff's Office
Princeton Police Department
Rensselaer Police Department
Richmond Police Department

Rockville Police Department
Rushville Police Department
Scott County Sheriff's Department
Sellersburg Police Department
Seymour Police Department
Shelby County Sheriff's Department
Tell City Police Department
Tipton County Sheriff's Office
Town of Chersterton Police Department
Town of Winona Lake
Vanderburgh County Sheriff's Department
Vermillion County Sheriff's Office
Vigo County Sheriff's Office
Wabash City County Sheriff's Department
Warren Police Department
Washington County Sheriff's Department
White County Sheriff's Department
Winchester Police Department

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

Planned Participation in Click-it-or-Ticket

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

List of Task for Participants & Organizations

Click or tap here to enter text.

Child restraint inspection stations

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

Countermeasure Strategy
Child Restraint System Inspection Station(s)

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

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

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

Planned inspection stations and/or events: **122**

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

Populations served - urban: **88**

Populations served - rural: **37**

Populations served - at risk: **3**

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

Child passenger safety technicians

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

Countermeasure Strategy
Child Restraint System Inspection Station(s)

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

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

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

Estimated total number of classes: **25**

Estimated total number of technicians: **264**

Maintenance of effort

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

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

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

Meeting Date
5/17/2018
2/20/2019
5/16/2019

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

Name of State's Traffic Records Coordinator: **Elizabeth Farrington**

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

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

List of TRCC members

TRCC Members

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

Bureau of Motor Vehicles (C), (F)
(User/Collector of Traffic Records)
Sarah Hotseller (CSD: Vehicle/Driver)
Program Director-Driver Ability
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Indiana Department of Transportation (E)
(User/Collector of Traffic Record)
Roger Manning (CSD: Roadway)
Strategic Safety Manager
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Fax (317) 232-5478
rmanning@indot.state.in.us

Indiana State Police, (A)
(Manager/Collector/User of Traffic Records)
Major Mike White (CSD: Citation)
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Fax (317) 233-3057
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First Sergeant Rob Simpson
Information Technology Section
Indiana State Police
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Department of Information Technology, (B)
(Collector of Traffic Records)
Craig Roth (CSD: Citation)
Project Manager
APPRISS, Inc.
15 Industrial Drive
Martinsville, IN 46151
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Craig.roth@lexisnexisrisk.com
*CSD stands for Core Safety Database

Department of Homeland Security, (D)
(Manager/User/Collector of Traffic Records)
Angie Biggs (CSD: EMS)
Data risk Coordinator
Homeland Security
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Purdue Center for Road Safety, (A)
(Manager/User/Collector of Traffic Safety Records)
Andrew Tarko (CSD: Crash)
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Indiana University Public Policy Institute – PPI, (A)
(Manager/User/Collector of Traffic Safety Records)
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Indiana State Supreme Court – JTAC, (B)
(Manager/User/Collector of Traffic Safety Records)
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Indiana Prosecutor's Association, (B)
(User of Traffic Records)
David Powell (CSD: Citation/Adjudication)
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Indiana Department of Toxicology, (A)
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Indiana Criminal Justice Institute(All)
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John Bodeker (CSD: Crash/Driver/Citation)
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dpowell@pac.in.gov

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Additional Stakeholders
(Users of Traffic Records)

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Ed Cripe (CSD: Driver)
Tippecanoe County Deputy Coroner
Indiana State Coroners Association
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Phone (765) 242-0337
Fax (765) 483-3370
firefighter@geetel.net

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

Traffic Records System Assessment

Executive Summary

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

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

Figure 1: Rating Distribution by Module

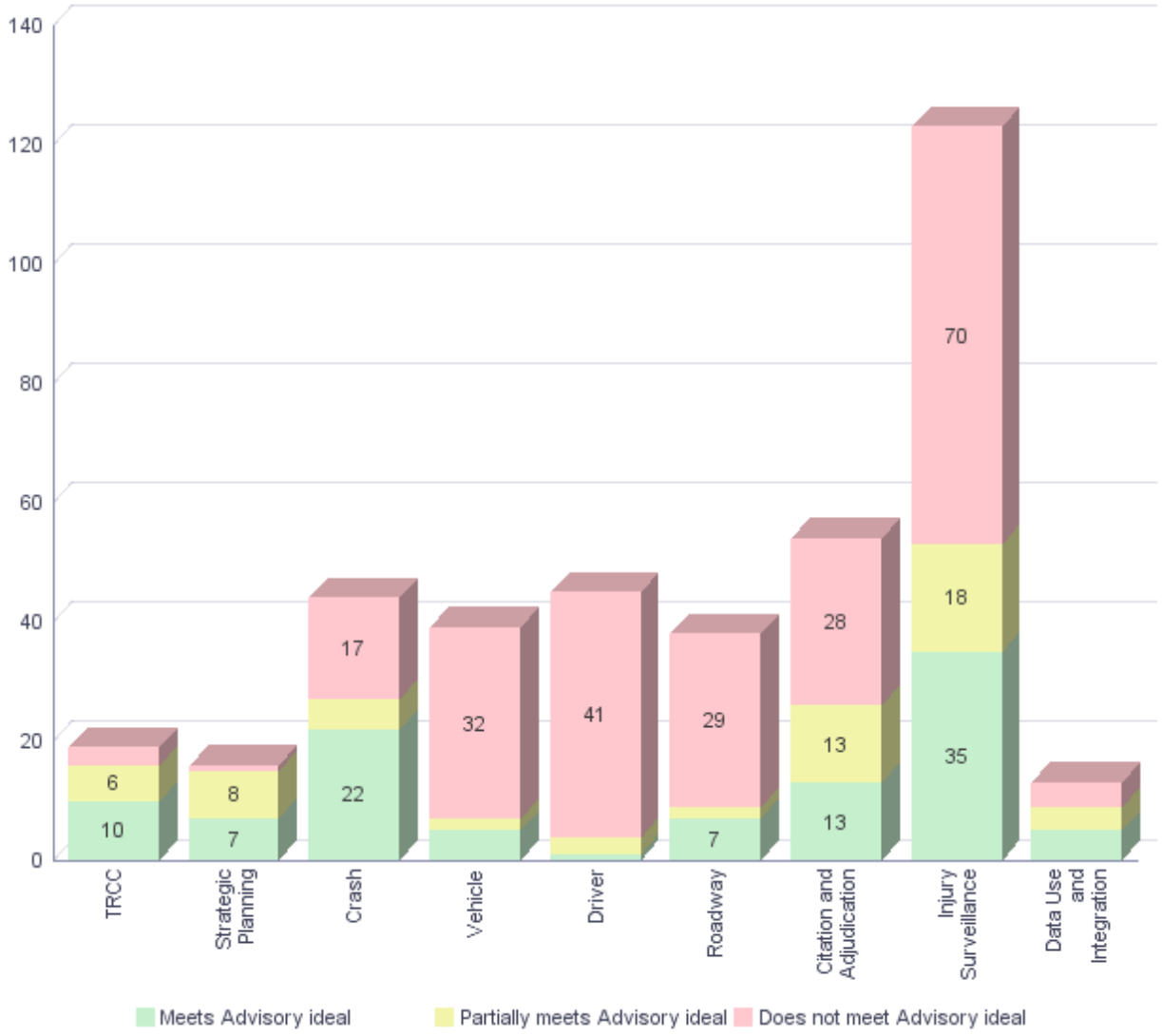

Figure 2: Assessment Section Ratings

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

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

Recommendations

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

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

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

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

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

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

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

Vehicle Recommendations
Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations
Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

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

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

Traffic Records for Measurable Progress

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

Priority Crash Recommendations

10. Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Action: The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory.

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

Action: The SHSO will coordinate with APPRISS, FARS, Purdue University, Indiana University – Center for Criminal Justice, the Bureau of Motor Vehicles (BMV) and the Department of Transportation (INDOT) to improve the interfaces with the crash data system.

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

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

Priority Vehicle Recommendations

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

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

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

Action: The SHSO will work with the BMV to improve data audits and validation on a regular basis.

Priority Driver Recommendations

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

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

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

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

Roadway Recommendations

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

Action: The SHSO will work with INDOT and APPRISS to improve data flow procedures pertaining to the roadway.

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

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

Priority Citation/Adjudication Recommendations

1. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

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

Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

3. 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.

Priority EMS/Injury Surveillance Recommendations

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

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

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

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

Traffic Records Supporting Non-Implemented Recommendations

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

Priority Citation/Adjudication Recommendations

1. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

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

Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

Traffic Records for Model Performance Measures

Current improvements and anticipated improvements:

Performance area to be impacted:

Integration

Performance measure used to track improvements:

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

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

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

Improvement(s) Achieved or Anticipated:

Narrative of the Improvement(s): Our goal to increase the number of Uniform Traffic Tickets (UTTs) issued each year and integrated into the e-CWS. The goal for FY- 2017 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year. Our anticipated increase in UTTs for FY-18 is 10 percent more than the total UTTs for the FY-17 performance period.

Specification of how the Measure is calculated /estimated:

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

Date and Baseline Value for the Measure :

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

Date and Current Value for the Measure:

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

Indiana State Supreme Court

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

Purdue University's Center for Road Safety (CRS)

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

Core Safety Database: Driver and Vehicle.
Improvement Areas: Completeness and Integration.

Indiana Department of Health

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

Core Safety Database: Injury Surveillance

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

Indiana Department of Homeland Security

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

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

State traffic records strategic plan

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

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

Strategic Plan Revision 2019 Final (002) (004)_Page_10.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_17.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_12.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_08.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_06.jpg

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2020-06-00-00	Bureau of Motor Vehicles Data Compilation and Sharing
M3DA-2020-04-00-00	Indiana Department of Homeland Security - EMS Data
M3DA-2020-05-00-00	Indiana State Department of Health - Trauma Database
M3DA-2020-03-00-00	Indiana Supreme Court - eCWS
TR-2020-01-00-00	Indiana University- Public Policy Institute
M3DA-2020-01-00-00	Program Management- Traffic Records
M3DA-2020-02-00-00	Purdue University - Center for Road Safety

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
Strategic Plan Revision 2019 Final (002) (004)_Page_13.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_16.jpg
IN TRCC Minutes with strategic Plan approval.msg
Strategic Plan Revision 2019 Final (002) (004)_Page_07.jpg
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Strategic Plan Revision 2019 Final (002) (004)_Page_15.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_09.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_02.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_14.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_03.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_11.jpg

Strategic Plan Revision 2019 Final (002) (004)_Page_01.jpg
Strategic Plan Revision 2019 Final.pdf
Strategic Plan Revision 2019 Final (002) (004)_Page_05.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_10.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_17.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_12.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_08.jpg
Strategic Plan Revision 2019 Final (002) (004)_Page_06.jpg

State Highway Safety Data and Traffic Records System Assessment

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

Date of Assessment: **5/10/2018**

Requirement for maintenance of effort

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

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

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

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

405(e) Distracted driving grant

Sample Questions

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

Accidents are most often caused by:

3.

1. Driver inattention and a driver's failure to observe the rules of the road
2. Paying attention and observing the rules of the road
3. Impaired driving
4. All answers are correct

Risk factors for teens are:

4.

1. All answers are correct
2. Excessive speed
3. Failure to wear safety belt
4. Inattentiveness

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

5.

1. Assess traffic conditions and if possible place your call when the vehicle is stopped
2. Concentrate on your conversation
3. Put your phone in your lap and look down to dial
4. Use only one hand to steer the vehicle

Legal citations

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

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

Date enacted: **1/7/2011**

Date amended: **7/1/2018**

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

Citations

Legal Citation Requirement:

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

Amended Date: **7/1/2014**

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

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

Date enacted: **1/7/2011**

Date amended: **7/1/2016**

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

Citations

Legal Citation Requirement:

Legal Citation: **9-24-11-3.7**

Amended Date: **7/1/2016**

405(f) Motorcyclist safety grant

Motorcycle safety information

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

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **Yes**

Reduction of fatalities and crashes: **No**

Impaired driving program: **Yes**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

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

State authority agency: **Indiana Bureau of Motor Vehicles**

State authority name/title: **Commissioner Peter Lacey**

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

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

Other approved curricula:

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

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

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

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **246,358**

Motorcyclist awareness program

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

State authority agency: **Indiana Bureau of Motor Vehicles**

State authority name/title: **Peter Lacy, Commissioner**

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

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

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

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

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

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

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

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

Countermeasure Strategy
Motorcyclist Licensing

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

Impaired driving program

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

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

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

Unique Identifier	Planned Activity Name
M6X-2020-15-00-01	High Visability Enforcement (HVE) Motorcycle Enforcement
PM-2020-05-01-07	Motorist Awareness of Motorcycles

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

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

Vanderburgh	3

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator:

Use of fees collected from motorcyclists for motorcycle programs

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

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Certifications, Assurances, and Highway Safety Plan PDFs

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

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