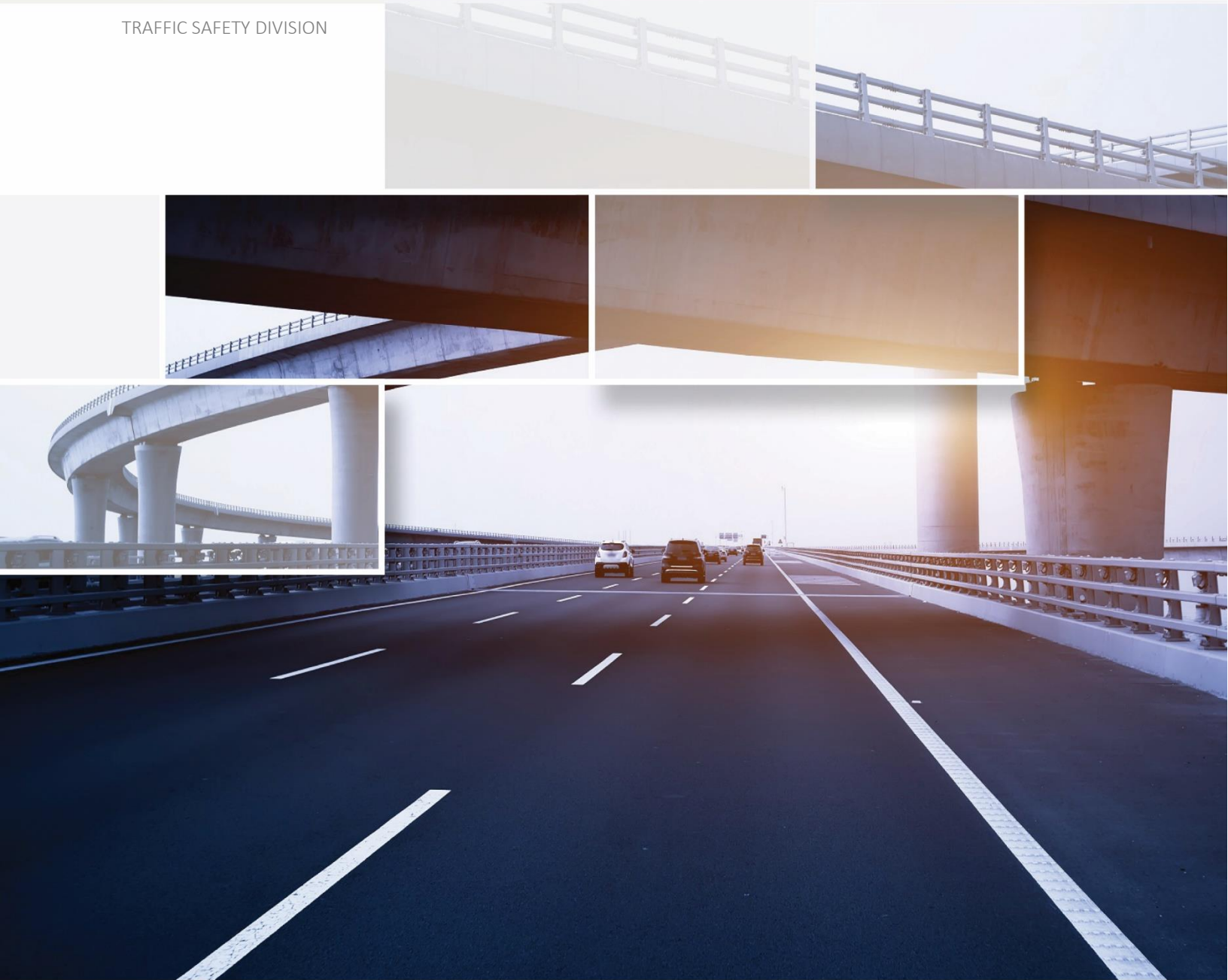


ANNUAL REPORT

TRAFFIC SAFETY DIVISION



**FY
21**

This is the Indiana Criminal Justice Institute's Traffic Safety Annual Report for FY 2021, prepared for the National Highway Traffic Safety Administration.



FY2021 ANNUAL EVALUATION REPORT

INDIANA CRIMINAL JUSTICE INSTITUTE

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DOCUMENT PURPOSE

This annual report accounts for the previous fiscal year's activities and accomplishments within projects to meet targets outlined in the HSP. The performance plan explains the evaluation process and whether the targets were reached. Each program report section describes project details and evaluation applicable for each program area.

The goals of this document are to:

1. Provide an assessment of the State's progress in achieving performance targets in the prior year.
2. Describe how the Indiana Traffic Safety Office will adjust its upcoming HSP to meet performance targets better if a performance target has not been met.
3. Provide a description of the projects and activities funded and implemented and the amount of federal funds obligated and expended.
4. Describe Indiana's evidence-based enforcement program activities.
5. Identify Indiana's involvement within regarding national mobilizations.
6. Deliver explanation for planned activities not implemented.
7. Provide descriptions on how the projects funded contributed to meeting the performance targets.
8. Provide a report on the purchase of paid media and the impacts on project goals.
9. Detail activity regarding Child Restraint Grants funds expended.
10. Illustrate the activities of FY 2021 to external stakeholders.
11. Serve as a tool for measurement of project objectives, their ability to impact core traffic safety metrics, and directly relate each project to specific metrics.
12. Stimulate ideas and improvements that can be made in FY 2022 and beyond.

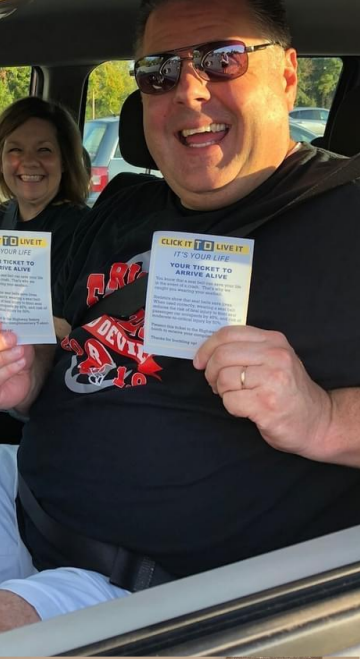


INTRODUCTION

The Office of Traffic Safety is part of the Traffic Safety Division (TSD) within the Indiana Criminal Justice Institute. The office is responsible for the state's traffic safety program. This office aims to develop and conduct effective programs and activities to facilitate traffic and protect and conserve life and property on Indiana streets and highways. The Director of Traffic Safety is the administrative head of the TSD, subject to the authority of the agency's Executive Director. The Director of Traffic Safety must be qualified by training and experience in traffic safety and traffic accident prevention measures. The Director of traffic safety shall develop, plan, and execute the functions and duties prescribed by Indiana Code and is charged by statute with the following responsibilities:

1. Advise, recommend, and consult with state departments, divisions, boards, commissions, and agencies concerning traffic safety, accident prevention, and traffic facilitation programs and activities and coordinate these programs and activities statewide.
2. Organize and conduct, in cooperation with state departments and agencies, programs, services, and activities designed to aid political subdivisions in the control of traffic and prevention of traffic accidents.
3. Develop informational, educational, and promotional material on traffic control and traffic accident prevention, disseminate the material through all possible means of public information, and serve as a clearinghouse for information and publicity on traffic control and accident prevention programs and activities of state departments and agencies. These activities must include materials and information designed to make senior citizens aware of the effect of age on driving ability.
4. Cooperate with public and private agencies interested in traffic control and traffic accident prevention in developing and conducting general informational and educational activities designed to promote traffic safety or support Indiana's official traffic safety program.
5. Study and determine the merits of proposals affecting traffic control, traffic safety, or traffic accident prevention activities in Indiana and recommend to the Governor and the general assembly the measures to further control and reduce traffic accidents.
6. Studying proposed revisions and amendments to the motor vehicle laws and all other laws concerning traffic safety and making recommendations relative to those laws to the Governor and general assembly.
7. Develop and conduct a program of effective alcohol and drug countermeasures to protect and conserve life and property on Indiana streets and highways.





The TSD as the State's Traffic Safety Office is responsible for administering funding and oversight for the Traffic Safety Resource Prosecutor Program (TSRP), Drug Recognition Expert (DRE) and Standardized Field Sobriety Program (SFST), Child Passenger Safety Program (CPS), Teen Driver Safety Program, Judicial Outreach Liaison Program (JOL), Traffic Records Coordinating Committee (TRCC).

The Indiana Criminal Justice Institute (ICJI) Traffic Safety Division (TSD) allocates federal funds throughout Indiana to support programs designed to fulfill its mission: "Safer Hoosier Roadways at Every Turn."

The TSD is comprised of a staff of five (6), including the division director, who coordinates the efforts of support staff. The TSD includes three (4) regional program managers and a statewide services program manager. Each regional program manager also serves as the program lead for one or more program-specific areas: impaired driving, motorcycle safety, occupant protection, young driver, and child passenger program.

The TSD manages regional Outreach Coordinators, including an impaired driving training coordinator, a traffic-safety resource prosecutor, a judicial outreach liaison, six law enforcement liaisons (LELs), and six Child Passenger Safety Specialists (CPST's) located regionally across Indiana.

ICJI utilizes the in-house Statistical Analysis Center (SAC) to prepare and analyze the data collected from Indiana officer crash reports. ICJI additionally uses the resources of the Indiana Department of Transportation's INDOT Answers, Purdue University's Center for Roadway Safety (CRS), and Joint Transportation Research Program (JTRP), along with data review and analysis of the Public Policy Institute (PPI) within the Indiana University-Purdue University Indianapolis School of Public and Environmental Affairs.

ICJI promotes traffic safety initiatives on state and local roadways by implementing a comprehensive Highway Safety Plan. The HSP is a significant component and requirement of the Highway Safety Improvement Program (23 U.S.C. § 148). The HSIP is a statewide, coordinated, data-driven, multi-year comprehensive plan that provides the overall framework for reducing highway fatalities and serious injuries on all public roads. It establishes statewide goals, objectives, and key emphasis areas while integrating the four "E's" of highway safety: engineering, education, enforcement, and emergency medical services (EMS). The HSP allows highway safety programs and partners in the state to align goals, leverage resources, and collectively address the State's safety challenges.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT



Evidence-based enforcement begins with an analysis of appropriate data to launch the process of problem identification. Proven countermeasures and strategies that target identified problems are then deployed using clearly defined SMART objectives from the program outset. Following the deployment of countermeasures, evidence-based enforcement requires continuous data collection, review, assessment, adjustment, implementation, and completion. This process then begins again for constant fluid improvement assessment. Before awarding any funds to subgrantees in FY 2021, ICJI thoroughly reviewed current data resources and reports provided in subgrantees' proposals. This review occurred during the preparation and submission of the FY 2021 HSP and the awarding of funds. ICJI staff received the most recent data, reports, and analyses during that time. This data was used for problem identification and implemented using identified selections from Countermeasures That Work.

Evidence-based enforcement is monitored for effectiveness by the six LELs utilizing site visits and continuous monitoring of all TSD law-enforcement agency subgrantees. The LEL oversight includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures, and reporting back to TSD program managers. Law enforcement agencies that were high risk or failed to deploy evidence-based enforcement correctly received an increased level of monitoring, access to support, documented access to additional resources, and follow-up from a TSD Program Manager or the Division Director. Enforcement efforts were evidence-based to prevent traffic crashes, fatalities, and injuries as measurable assessment items. These programs include Click It to Live It (CITLI), DUI Task Force (DUIEP), and the utilization of data submitted by these agencies to guide current and future funding to support enforcement efforts.

ICJI and the LELs monitored law enforcement agencies' monthly and quarterly activity reports to determine if adjustments were needed for their plans. When activity reports were received, they were assessed against the latest crash data to identify successful crash reductions in targeted locations and geographical area changes, and transportation methods of risk that may be developing. There was a continuous follow-up with agencies to address any lack of performance or activities issues. Adjustments and follow-up were made as needed and were conducted throughout the fiscal year by LELs and program managers. The Director of Traffic Safety is the administrative head of the TSD, subject to the authority of the Executive Director of the Indiana Criminal Justice Institute. The Director of traffic safety must be qualified by training and experience in traffic safety and traffic accident prevention measures.



LEGISLATIVE UPDATE

The Indiana General Assembly is in session beginning in January of each calendar year, concluding by May of each year with a biennial budget being a focus during odd years of the biennial cycle. Summer study committees are conducted for various areas of focus do conduct hearings on information to be considered during the upcoming legislative session.

In the 2021 General Assembly, several items were passed by the Legislature and enacted by the Governor which affect traffic safety in Indiana most notable was the change to which amended an expanded a defense for operators who are involved in a fatal motor vehicle crash and asked to submit to a chemical test under Indiana's Implied Consent Law IC 9-30-7. The change made to IC 9-30-5-1 added subsection (2) pertaining to marijuana presence in when involved in serious injury or fatal crash.

- (1) the accused person consumed the controlled substance in accordance with a valid prescription or order of a practitioner (as defined in [IC 35-48-1](#)) who acted in the course of the practitioner's professional practice; or
- (2) the:
 - (A) controlled substance is marijuana or a metabolite of marijuana;
 - (B) person was not intoxicated;
 - (C) person did not cause a traffic accident; and
 - (D) substance was identified by means of a chemical test taken pursuant to [IC 9-30-7](#).

2023 HIGHWAY SAFETY PLANS

Indiana is already planning the FY23 Highway Safety Plan, as FY22 is implemented and currently working to save lives in Indiana. For FY23 Indiana looks to increase the number of law enforcement phlebotomists to decrease the amount time that passes form time of incident to time of collection which will provider stronger evidence in cases of drug impaired driving which continue to rise. Indiana will develop and implement additional programs to decrease speed and pedestrian-based crashes through enhanced public education efforts. To better educate the public on interactions with law enforcement during traffic stops, ICJI looks to partner with the agencies and the Indiana Law Enforcement Academy to develop education materials including short videos for social media use as education.

PERFORMANCE MEASURES AND TARGETS

The performance targets and current numbers for outcome measures for 2012-2021 are displayed in Figure 1 below. In 2019, Indiana began reporting performance target outcomes using the federal fiscal year reporting period of October 1, 2018, through September 30, 2019. This practice was continued in 2020 utilizing the reporting period of October 1, 2019, through September 30, 2020. Previous year performance target outcomes were not adjusted and remain a standard annual calendar year reporting period. FY 2018 data was updated to match the FARS data released by NHTSA in 2020. Following the chart on the next page are bar charts for each performance measure for 2021. The last column in each chart references the 2021 Performance Metric Target established in the 2021 Indiana Highway Safety Plan.

In FY 2021, Indiana exceeded established metrics for only three of eleven (3 of 11) NHTSA Core Measures. Traffic fatalities increased in FY 2021 compared to FY 2020, from 850 to 914, an increase of 7.5%. Although the established metrics for bicyclists and other cyclist fatalities, fatalities involving a driver or operator with 0.08 BAC or above, and drivers aged 20 and under involved in fatal crashes were not met, each category saw an improvement from FY 2020 numbers.

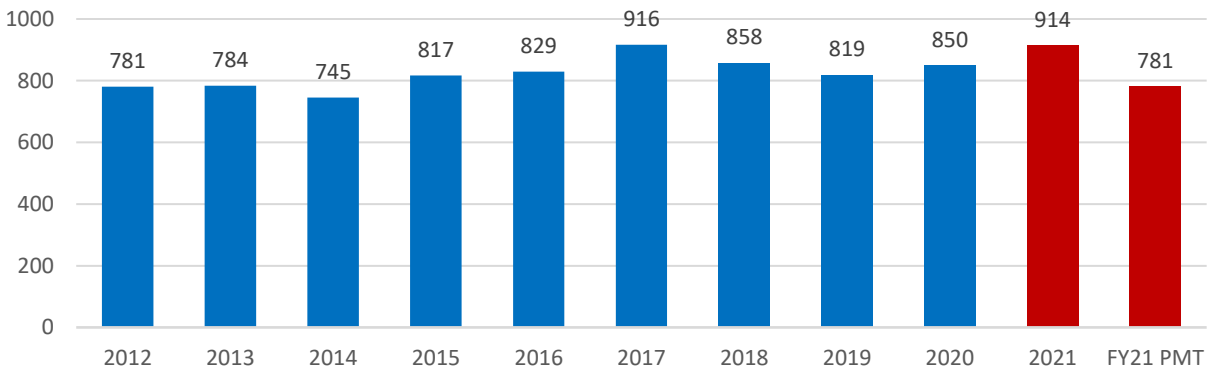
Unhelmeted motorcycle fatalities decreased by 43.8% – from 89 to 50 fatalities and met the established performance target of 62. Drivers aged 20 and under involved in fatal crashes dropped by 33 fatalities down to a total of 68 fatalities for FY 2021- well below the performance target of 96. Specific data related to each program measure, including program measure outcomes, can be found in the subsequent section of this report.



Assessment of Results in Achieving Performance Targets for FY21 and FY20											
Performance Measure	Target Period	FY 2021					FY 2020				
		Target Year(s)	Target Value FY21 HSP	Data Source	Progress Results	On Track to Meet FY21 Target Y/N	Target Value FY20 HSP	Target Year(s)	Data Source	Progress Results	Met FY20 Target Y/N
C-1) Total Traffic Fatalities	5 Year	2017-2021	781	2017 – 2020 FARS 2021 State Data	914	NO	907.7	2016-2020	2016 – 2020 FARS	897	YES
C-2) Serious Injuries in Traffic Crashes	5 Year	2017-2021	3,467.6	2017 – 2020 FARS 2021 State Data	4,684	NO	3,497.4	2016-2020	2016 – 2020 State Data	4,471	NO
C-3) Fatalities/VMT	5 Year	2017-2021	0.94	2017 – 2019 FARS 2020-21 State Data	0.57	YES	1.1	2016-2020	2016 – 2019 FARS 2020 State Data	1.15	NO
For each Performance Measures C-4 through C-11, the State should indicate the Target Period they used in the FY21 HSP.											
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2017-2021	202	2017 – 2020 FARS 2021 State Data	303	NO	223	2016-2020	2016 – 2020 FARS	226	NO
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2017-2021	197	2017 – 2020 FARS 2021 State Data	94	YES	198	2016-2020	2016 – 2020 FARS	249	NO
C-6) Speeding-Related Fatalities	5 Year	2017-2021	202	2017 – 2020 FARS 2021 State Data	246	NO	217	2016-2020	2016 – 2020 FARS	238	NO
C-7) Motorcyclist Fatalities (FARS)	5 Year	2017-2021	106	2017 – 2020 FARS 2021 State Data	134	NO	119	2016-2020	2016 – 2020 FARS	151	NO
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2017-2021	62	2017 – 2020 FARS 2021 State Data	50	YES	85	2016-2020	2016 – 2020 FARS	115	NO
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 Year	2017-2021	96	2017 – 2020 FARS 2021 State Data	97	NO	113	2016-2020	2016 – 2020 FARS	112	YES
C-10) Pedestrian Fatalities	5 Year	2017-2021	93	2017 – 2020 FARS 2021 State Data	117	NO	92.4	2016-2020	2016 – 2020 FARS	93	NO
C-11) Bicyclist Fatalities	5 Year	2017-2021	13	2017 – 2020 FARS 2021 State Data	14	NO	14	2016-2020	2016 – 2020 FARS	20	NO
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 Year	2017-2021	95.9	2017 – 2021 State Data	92.9	NO	92.2	2016-2020	2016-2020 State Data	94.9	YES
A-1) Fatalities per 100 million Vehicle Miles Traveled - Rural	5 Year	2017-2021	1.61	2017 – 2020 FARS 2021 State Data	0.64	YES	1.79	2016-2020	2016-2020 State Data	0.62	YES
A-2) Fatalities per 100 million Vehicle Miles Traveled - Urban	5 Year	2017-2021	0.56	2016 – 2020 FARS 2021 State Data	0.51	YES	0.60	2016-2020	2016-2020 State Data	0.4	YES
A-3) Motorcycle Fatalities Per 100k Registrations	5 Year	2017-2021	40.21	2017 – 2020 FARS 2021 State Data	56.56	NO	51.42	2016-2020	2016-2020 State Data	50.91	YES
A-4) Rate of .08+ BAC impaired driving fatalities per 100 million Vehicle Miles Traveled	5 Year	2017-2021	0.24	2017 – 2020 FARS 2021 State Data	0.06	YES	0.25	2016-2020	2016-2020 State Data	0.15	YES
A-5) Children aged 15 and under killed in traffic collisions	5 Year	2017-2021	24	2020-2021 Aries	39	NO	32	2016-2020	2016-2020 State Data	32	YES
CPS-1) Children aged 7 and under killed in traffic collisions	5 Year	2017-2021	10	2020-2021 Aries	28	NO	N/A	N/A	N/A	N/A	N/A

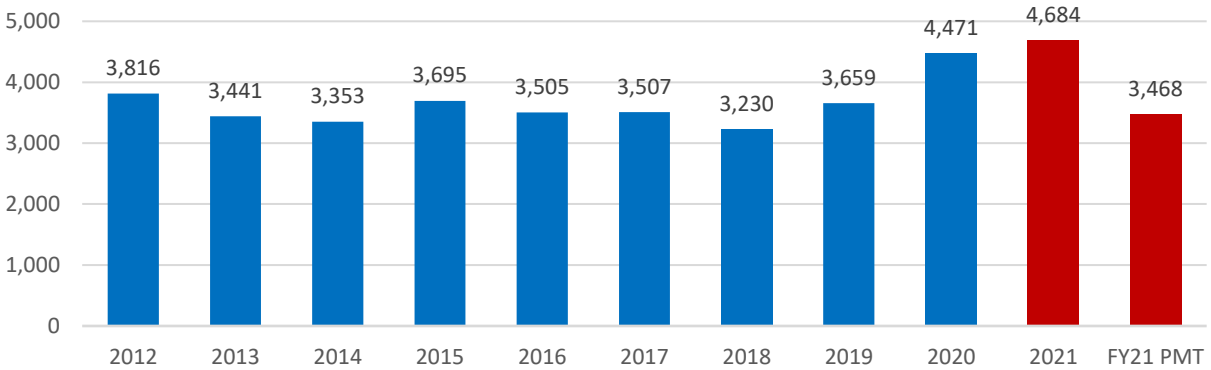
TOTAL TRAFFIC FATALITIES

2012-2021



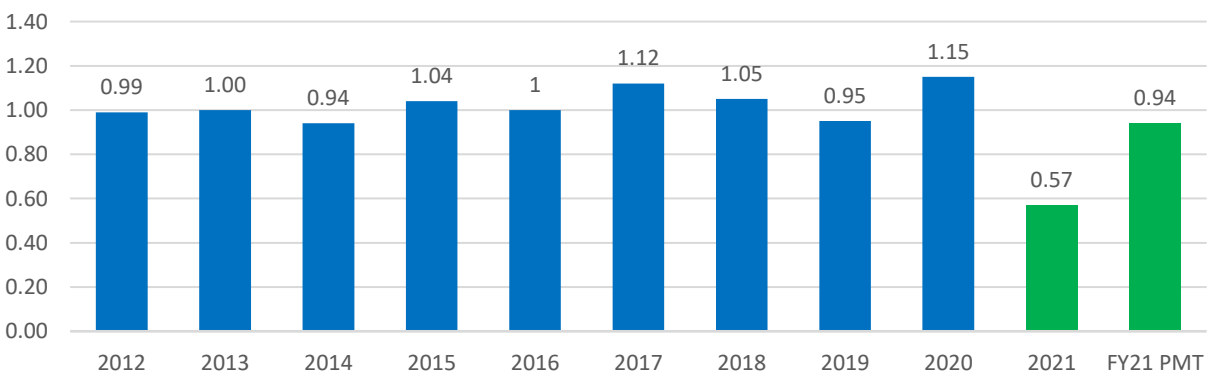
INCAPACITATING INJURIES

2012-2021



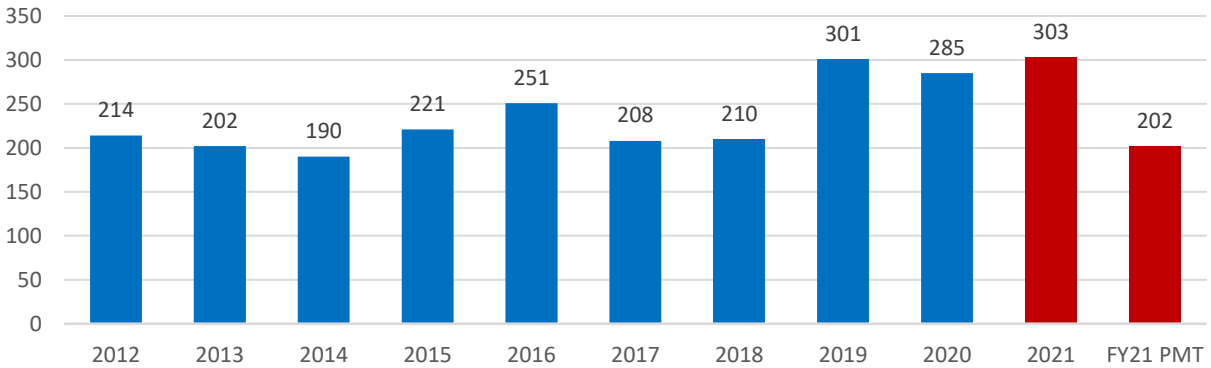
FATALITIES PER 100 MILLION VEHICLE MILES DRIVEN

2012-2021



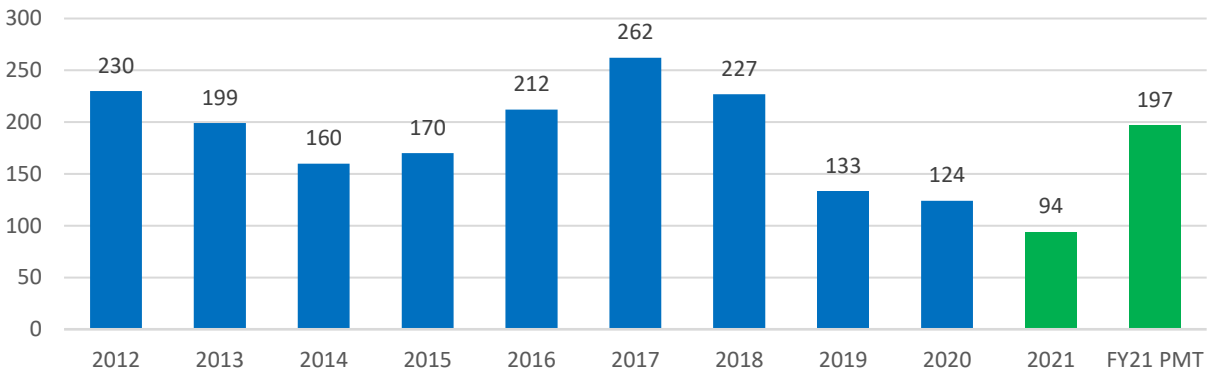
UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (ALL SEAT POSITIONS)

2012-2021



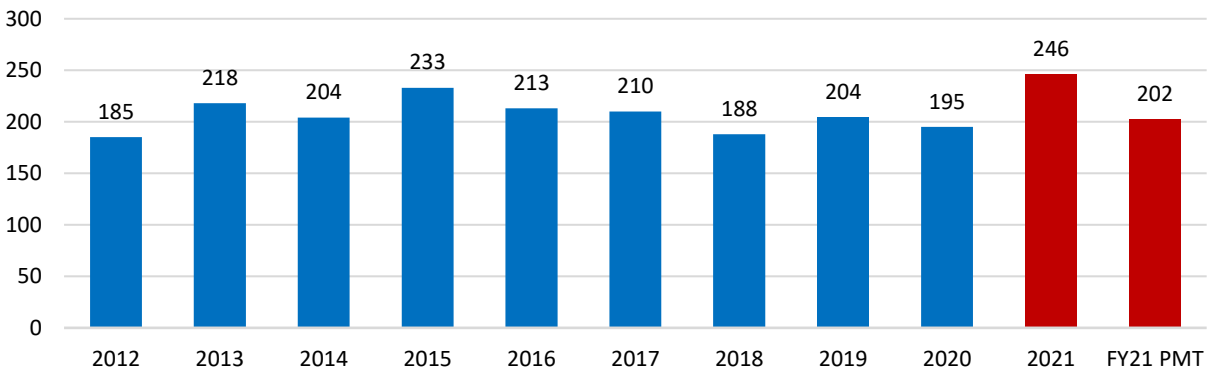
FATALITIES INVOLVING DRIVER OR MOTORCYCLE OPERATOR WITH .08 BAC OR ABOVE

2012-2021



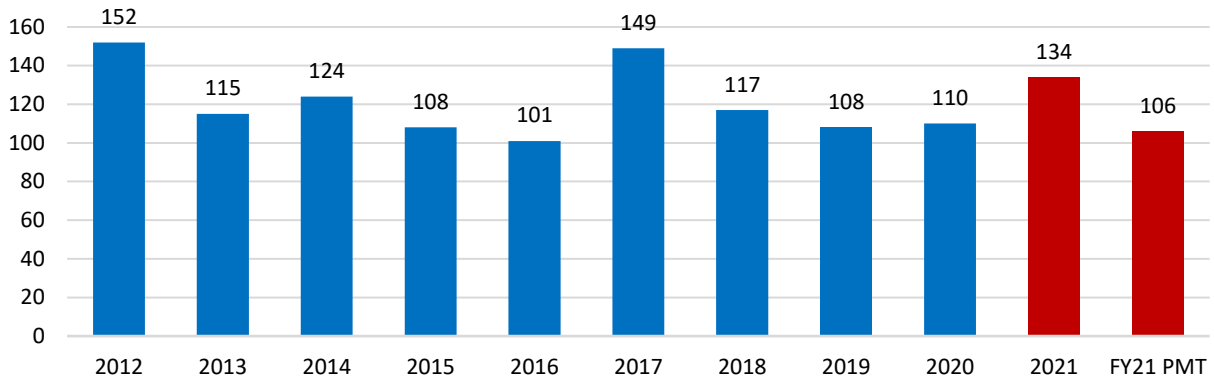
SPEEDING-RELATED FATALITIES

2012-2021



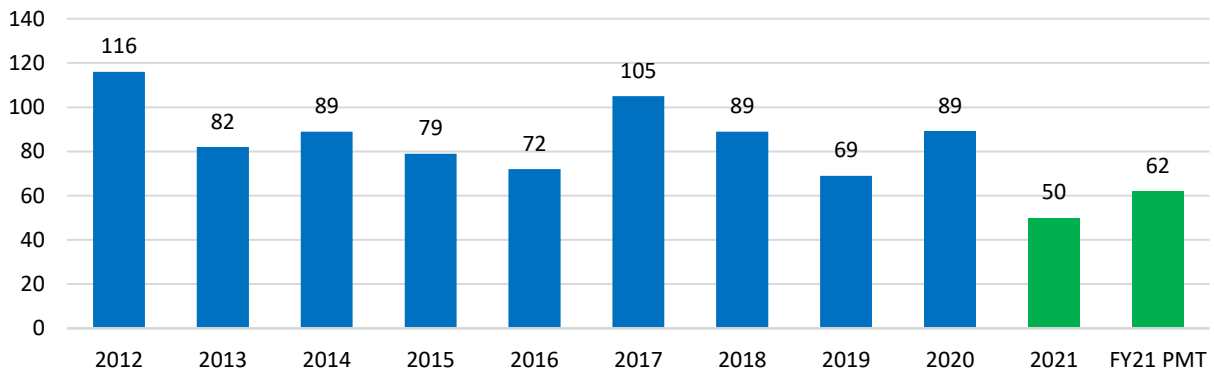
TOTAL MOTORCYCLE FATALITIES

2012-2021



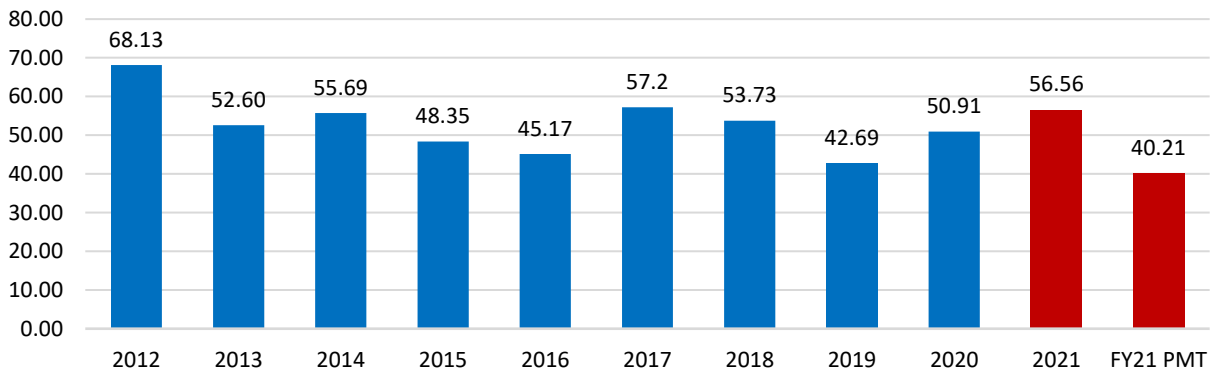
UNHELMETED MOTORCYCLE FATALITIES

2012-2021



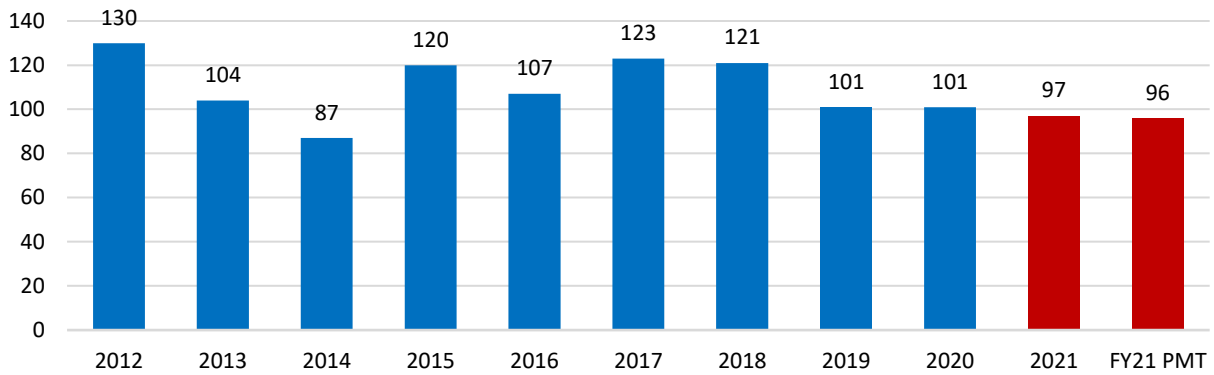
MOTORCYCLE FATALITIES PER 100K REGISTRATIONS

2012-2021



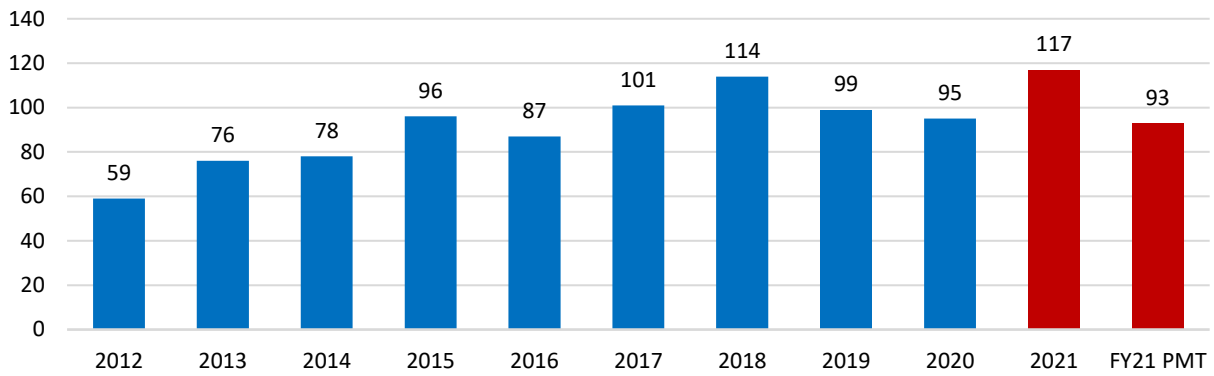
DRIVERS AGED 20 AND UNDER INVOLVED IN FATAL CRASHES

2012-2021



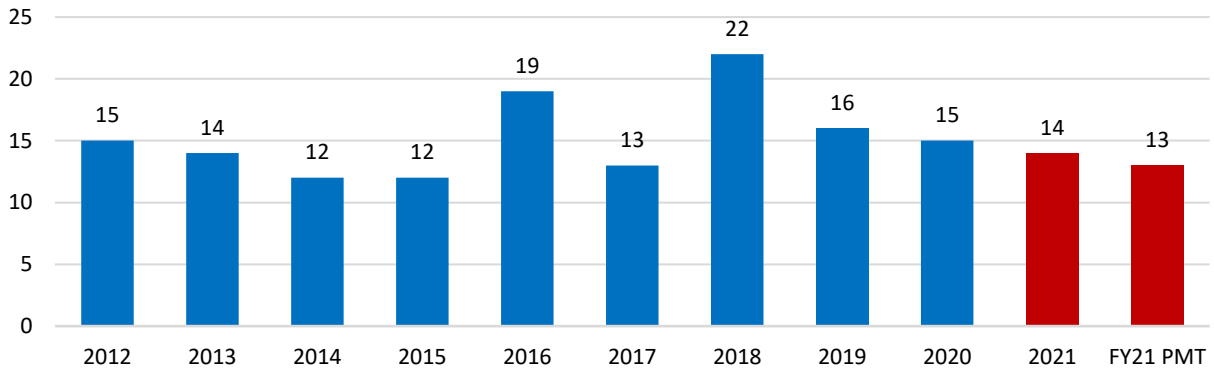
PEDESTRIAN FATALITIES

2012-2021

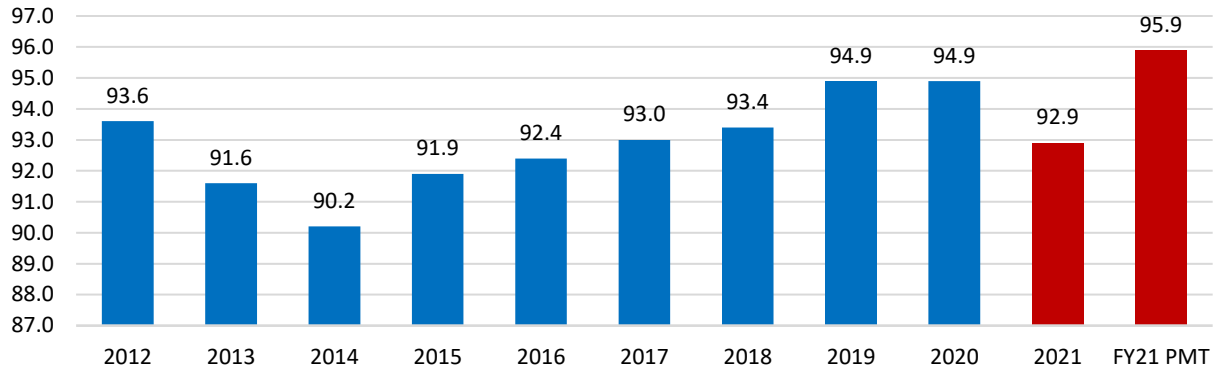


BICYCLIST AND OTHER CYCLISTS FATALITIES

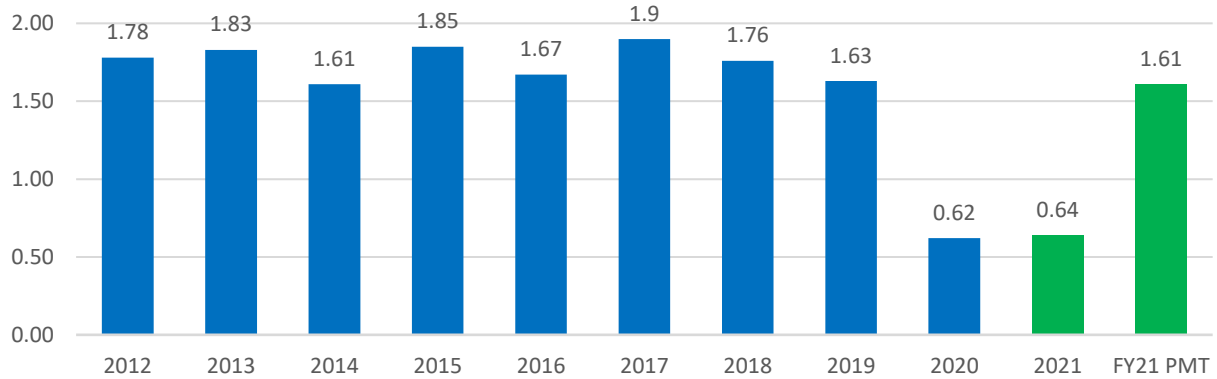
2012-2021



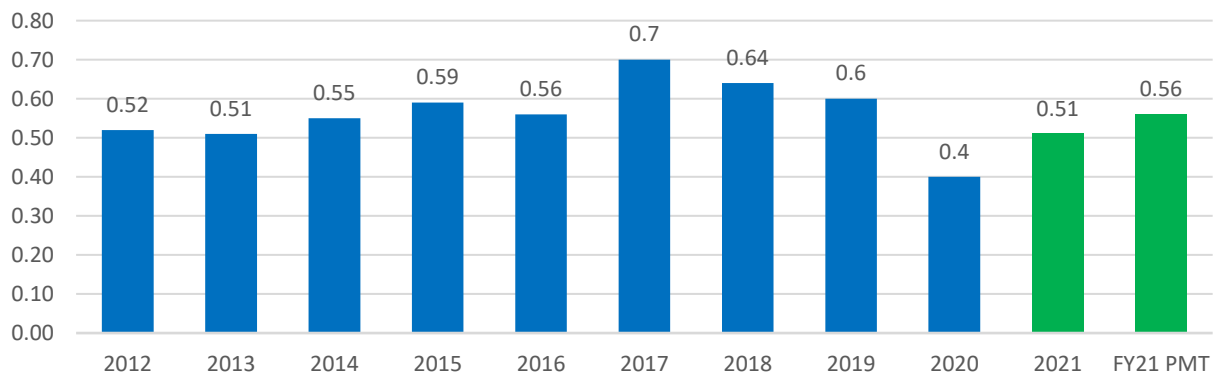
OBSERVED SEATBELT USAGE RATE (%)
2012-2021



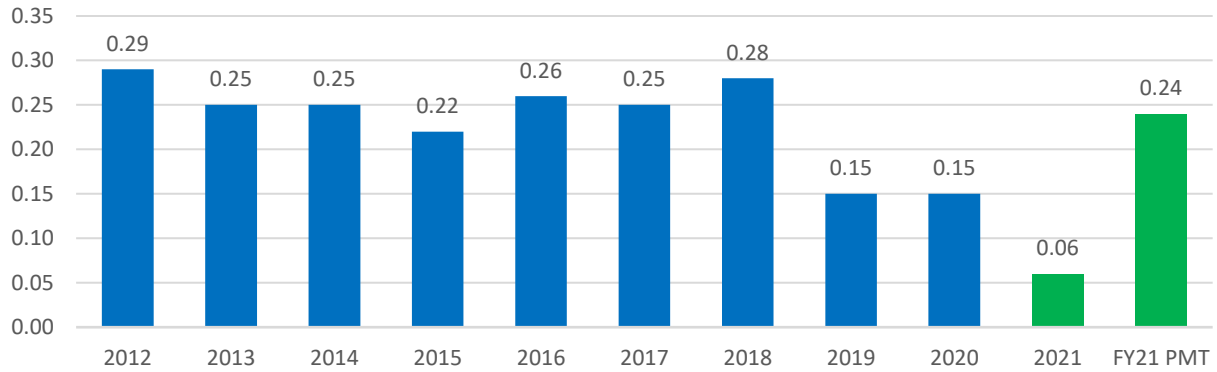
FATALITIES PER 100 MILLION VEHICLE MILES DRIVEN - RURAL
2012-2021



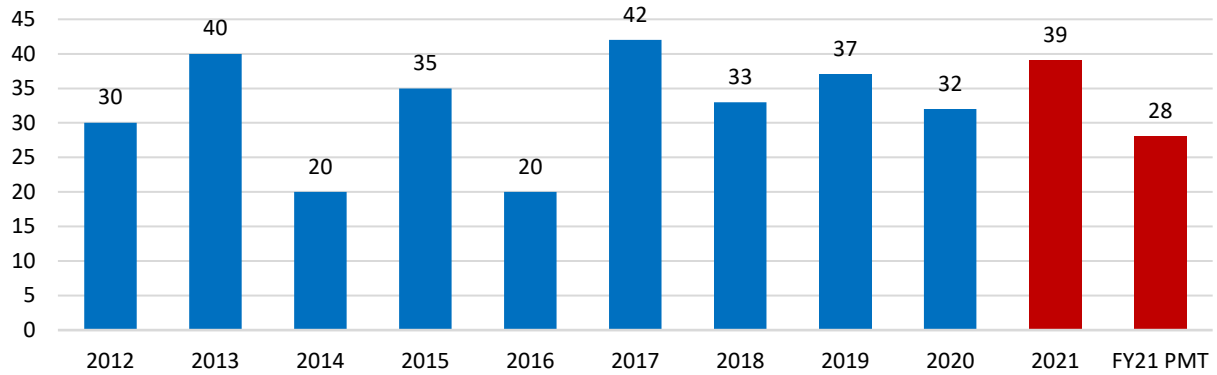
FATALITIES PER 100 MILLION VEHICLE MILES DRIVEN - URBAN
2012-2021



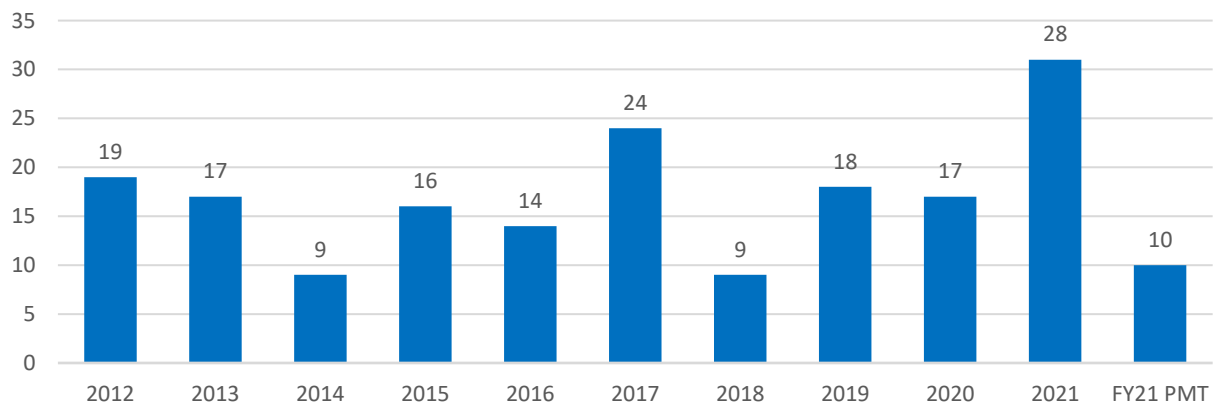
**RATE OF .08+ BAC IMPAIRED DRIVING FATALITIES PER 100 MILLION VEHICLE MILES DRIVEN
2012-2021**



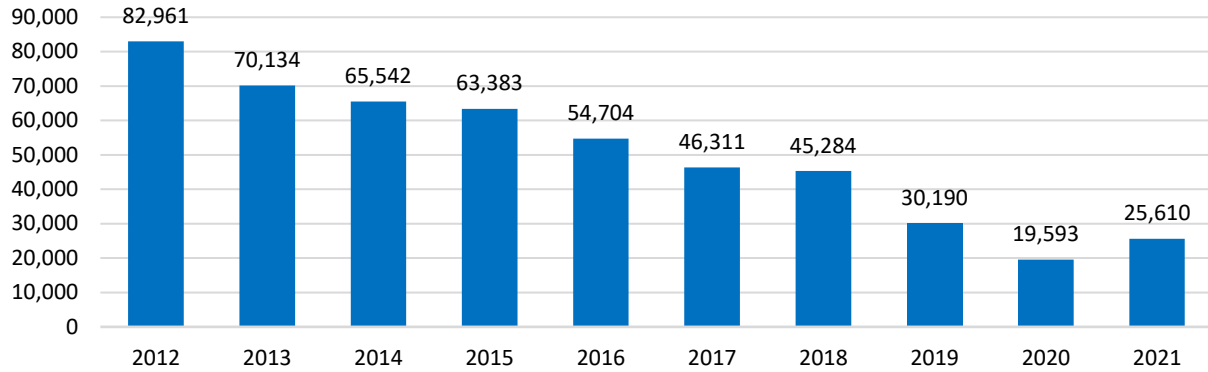
**CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS
2012-2021**



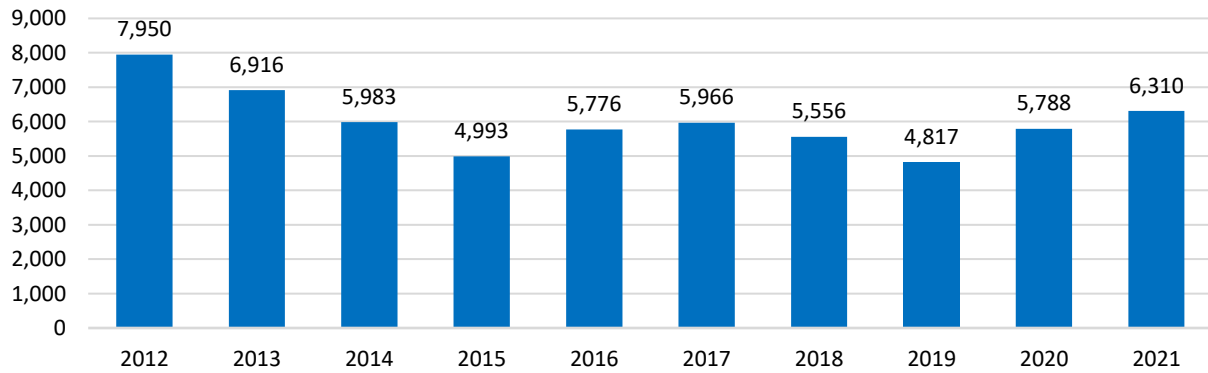
**CHILDREN AGED 7 AND UNDER KILLED IN TRAFFIC COLLISIONS
2012-2021**



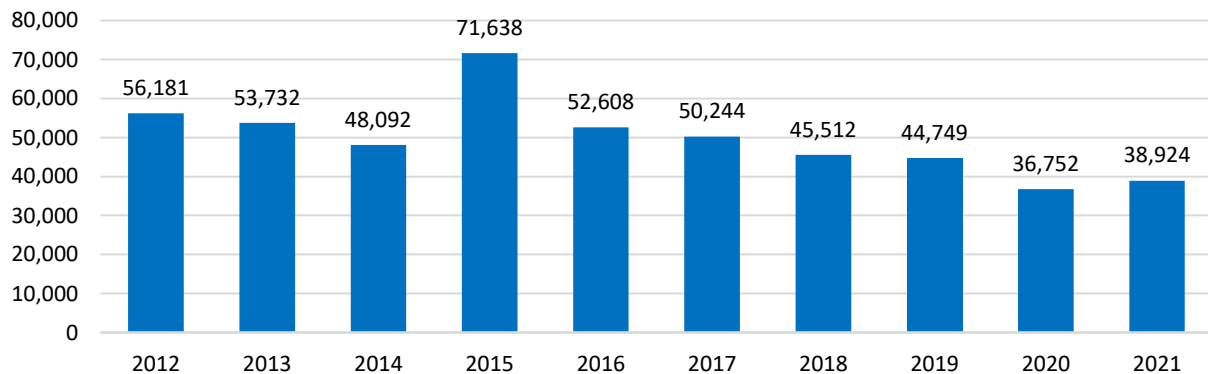
NUMBER OF SEAT BELT CITATIONS DURING GRANT-FUNDED ENFORCEMENT
2012-2021



NUMBER OF IMPAIRED DRIVING CITATIONS AND ARRESTS DURING GRANT-FUNDED ENFORCEMENT
2012-2021



NUMBER OF SPEEDING CITATIONS AND ARRESTS DURING GRANT-FUNDED ENFORCEMENT
2012-2021



During FY 2021, ICJI sustained a constant review and assessment process of projects within the current HSP. All Performance Metric Targets for FY 2021 were established using an average of the previous five years of performance data. In an assessment of PMT's which were not met during FY 2021, changes were implemented for the FY 2022 HSP.

Funding was increased in the FY 2020 HSP for Pedestrian and Bicycle Programs by 200%, and consideration was permitted for law enforcement agencies to purchase bicycle patrol equipment to engage this specific target group on bicycles versus motor vehicle patrol utilizing section 402 funds. Data shows that most of the pedestrian fatalities occur within two-time spans covering two hours, with a prevailing theme of pedestrians failing to utilize crosswalk designated areas. This data was explicitly provided for enforcement programs as target periods for enforcement to reduce the number of pedestrian fatalities. In the absence of qualifying for 405H funds in FY 2021, Indiana will continue this planned project with 402 funds to meet performance metric targets.

Children aged 15 and under killed in traffic collisions increased by 43.8% – from 32 fatalities to 39 fatalities. Out of the 32 fatalities involving vehicles, safety equipment was not used in 13 fatalities, and safety equipment was ineffective in 7.

During FY 2020 and continuing through FY 2021, ICJI conducted an education campaign with Indiana law enforcement agencies responsible for completing crash reports with specificity to the importance of the definition of “Incapacitating Injury” and the need for these injuries to be recorded appropriately. ICJI partnered with INDOT to utilize their platform of INDOT Answers and the Indiana State Department of Health to verify through Trauma Registry Database the validity of the officer indicated the severity of the injury.

As an overall traffic safety improvement process with linking speed, unrestrained occupants, and incapacitating injuries, in FY 2021, Indiana worked to conduct an awareness campaign of “Click It to Live It” for increased seat belt use and a reduction in incapacitating injuries.



MOBILIZATION ENFORCEMENT

Within the Comprehensive Highway Injury Reduction Program, all agencies in Indiana participate in and support the national mobilizations for Safe Family Travels, Click It or Ticket, and Drive Sober or Get Pulled Over. The data chart below represents specific data reported as worked during “blitz” periods or times matching the national mobilizations. This data does not represent activity completed for specific national mobilizations conducted under DUI Taskforce Operations. The CHIRP projects awarded to locals and ISP funding for enforcement totaled \$5,004,765. Total enforcement expenditures were \$4,693,780, with 23.9% of those funds being expended in support of national mobilizations at \$1,124,708.12.

CITATIONS DURING ALL NATIONAL BLITZ ENFORCEMENT ACTIVITIES, FY 2021

Citations	Blitz 105 Click It or Ticket	Blitz 106 Safe Family Travel	Blitz 107 St. Patrick's / NCAA	Blitz 108 SAVE Campaign	Blitz 109 Click It or Ticket	Blitz 110 Drive Sober Campaign	Total 2021
Seat Belt	3,658	1,565	1,335	605	5,502	291	12,956
Child Restraint	83	58	92	48	159	34	474
Misdemeanor DUI	28	60	129	3	52	168	440
Felony DUI	4	10	18	0	11	23	66
Drug DUI	7	7	15	1	10	20	60
Underage Alcohol	0	7	8	0	0	18	33
Suspended License	501	320	867	348	655	320	3,011
Speed	1,278	786	5,743	1,619	913	1,798	12,137
Motorcycle Permit/ License Violation	8	10	12	7	9	11	57
Criminal Misdemeanor	140	119	329	27	178	228	1,021
Criminal Felony	60	56	94	6	64	83	363
Texting	287	125	133	284	512	36	1,377
All Others	2,216	1,586	4,310	2,023	1,932	1,451	13,518
Citation Total	8,270	4,709	13,085	4,971	9,997	4,481	45,513
Warning Total	7,198	7,572	17,852	3,058	9,554	9,686	54,920
Total Enforcement Activity	813	746	1,833	1,964	1,362	965	7,683
Officers Working	349	300	631	411	376	335	2,402
Hours Worked	3,749.65	2,989.75	7,611.55	4,864.25	4,674.75	3,628	27,517.95
Funds Expended	\$163,580	\$126,479	\$332,730	\$221,957	\$206,193	\$152,835	\$1,203,776
Contacts Per Hour	3.56	3.27	3.28	1.36	3.48	3.26	18.21

Source: OPO database

Several TSD data partners collect, track, compile and analyze data used by the TSD to make programmatic adjustments to advance towards achieving performance targets. The data gathered in the figure below (Citations During Grant Funded Enforcement Activities, FY 2021) was recorded from the Operation Pull Over (OPO) database. Law enforcement agencies report grant-funded activities directly into this database. During FY 2021, a total of \$5,004,765 was spent on grant-funded enforcement activities.

CITATIONS DURING ALL NATIONAL BLITZ ENFORCEMENT ACTIVITIES, FY 2021

Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2020
Seat Belt	8,364	6	660	1,551	10,581
Child Restraint	241	6	61	61	369
Misdemeanor DUI	43	134	3,752	80	4,010
Felony DUI	9	9	330	7	355
Drug DUI	6	24	470	20	520
Underage Alcohol	2	2	81	11	97
Suspended License	1,475	77	1,904	916	4,380
Speed	5,346	5	4,950	8,175	18,477
Motorcycle Permit/License Violation	31	3	38	21	93
Criminal Misdemeanor	261	96	3,727	614	4,701
Criminal Felony	87	10	984	115	1,198
Texting	524	0	76	420	1,020
All Others	7,227	152	6,822	3,821	18,050
Grand Total	23,616	524	23,855	15,812	63,851

Sources: OPO database: CITLI, MC-HVE, OBU, SIDEV, PED-BIKE, S.A.V.E.

Three enforcement projects were funded and implemented in FY 2021 through the comprehensive application process, CHIRP. These projects included the Operation Belt Up (OBU) Project, the Summer Impaired Driving Enforcement (SIDEV) Project, and the Motorcycle High Visibility Enforcement (MHVE) Project. Each project is highlighted in its respective section in this report.



FY 2021

Indiana Criminal Justice Institute

OCCUPANT PROTECTION

OCCUPANT PROTECTION

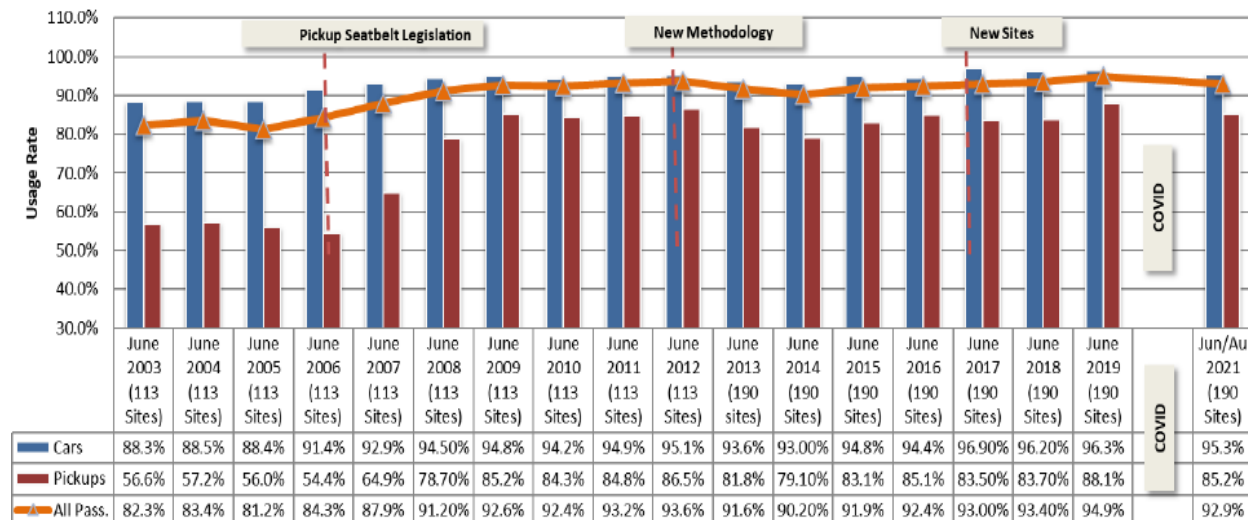
ICJI’s occupant protection program is designed to increase seat belt usage by educating the public about the proper use of seat belts and child restraint systems, coupled with law enforcement efforts to promote compliance with Indiana’s occupant protection laws.

Data from FY 2021 indicates a relationship between speed-related fatalities and unrestrained fatalities, with 32.9% of speed-related fatalities listed as unrestrained. Additionally, these collisions often happen due to unsafe speed (84%) rather than speed too fast for weather conditions (16%). 783 vehicle-related fatalities did not involve a pedestrian or cyclist. Of these 783 fatalities, 38.7% of individuals were unrestrained, totaling 303 fatalities. 13.6% of individuals used ineffective safety equipment, totaling 107 fatalities. Therefore, Indiana focuses on restraint use and speed reduction to effectively reduce fatalities.

In FY 2021, there were an estimated 303 unrestrained vehicle fatalities. The number of unrestrained passenger fatalities in FY 2021 increased 6.3% from FY 2020 (285). Unrestrained Pickup truck fatalities reached 89, an increase of 27, up from 62 unrestrained fatalities in FY 2020. Compared to 62 in FY 2020, this is a 43.5% increase.

Historically, seatbelt usage rates of pickup truck occupants are lower than cars; therefore, one of ICJI’s primary focuses was improved restraint usage data on this class of occupants. Utilizing the new formula, survey sites, and observers, the survey results found pickup truck occupant seatbelt usage rates for 2021 decreased from 88.1 to 85.2%. Still, they remained above the 10-year average (excluding 2020) of 84.1%. Seatbelt usage rates for cars is 95.3% and has decreased by one percentage point for the first time since 2013. The passenger car seatbelt usage rate remains above the 10-year average (excluding 2020) of 95%.

SEAT BELT USAGE RATES 2001-2021



Indiana utilized the waiver provided within the CARES Act of 2020 and did not conduct an observational seat belt survey.

Source: Purdue University Center for Roadway Safety (CRS).

INDIANA'S OBSERVATIONAL SEAT BELT SURVEY

Year	Cars	Pickup	Difference
2001	76.0%	41.9%	34.1%
2002	78.2%	47.4%	30.8%
2003	88.3%	56.6%	31.7%
2004	88.5%	57.2%	31.3%
2005	88.4%	56.0%	32.4%
2006	91.4%	54.4%	37.0%
2007	92.9%	64.9%	28.0%
2008	94.5%	78.7%	15.8%
2009	94.8%	85.2%	9.6%
2010	94.9%	84.3%	9.9%
2011	94.9%	84.8%	10.1%
2012	95.1%	86.5%	8.6%
2013	93.6%	81.8%	11.8%
2014	93.0%	79.1%	13.9%
2015	94.8%	83.1%	11.7%
2016	94.4%	85.1%	9.3%
2017	96.9%	83.5%	13.4%
2018	96.2%	83.7%	12.5%
2019	96.3%	88.1%	8.2%
2020	N/A	N/A	N/A
2021	95.3%	85.2%	10.1%

Percentage of Restrained Drivers in Cars and Pickups and Compliance Gap

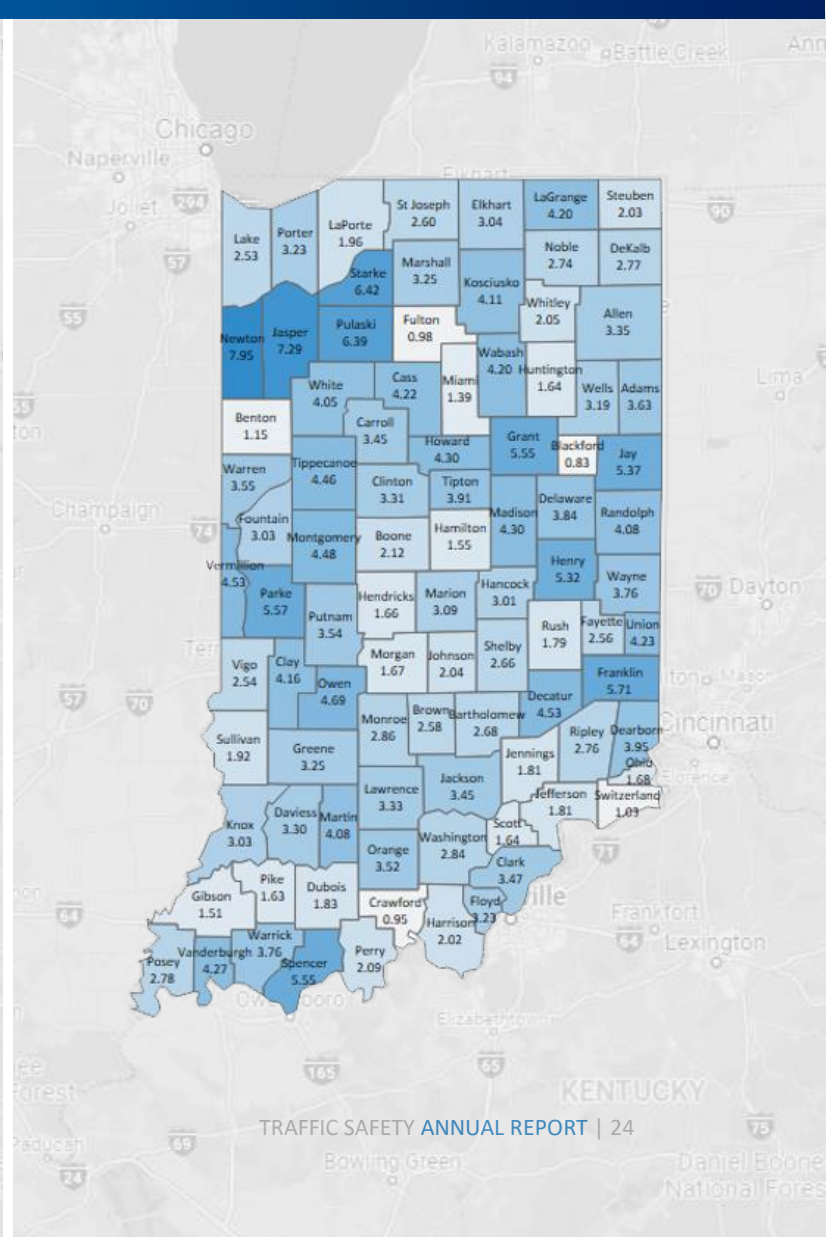
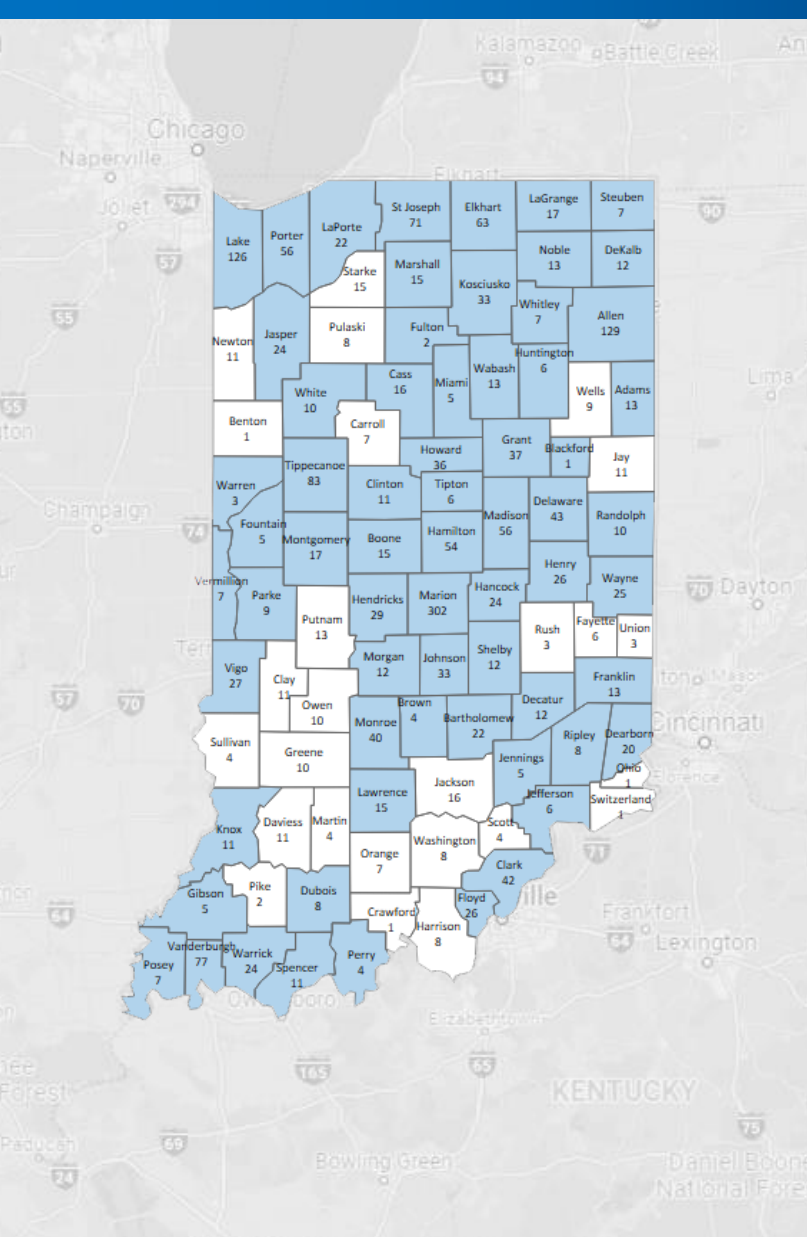


The maps below show the number of unrestrained collisions per county, the rate of unrestrained crashes per 10,000 population, and identify counties that received OPO funding. Warren County represented the highest rate per 10,000 with 139.8, and Pike County had the lowest rate at 4.1. Using this visual representation method and quantifying the problem to the population has allowed for problem identification in specific areas. As an assessment tool of this project, the map identifies counties where sustained areas with high visibility enforcement (HVE) are practical, areas where it is absent, and areas needing improvement with ongoing activities.



For the figure on the left, the **BLUE AREAS** represent recipient counties of funding during FY 2021, while the white areas represent non-recipient counties. The map also includes the total number of unrestrained collisions in each county.

The figure on the right shows the rate of unrestrained crashes per 10,000 population. The darker blue counties have a higher rate, while the lighter counties have a lower rate.



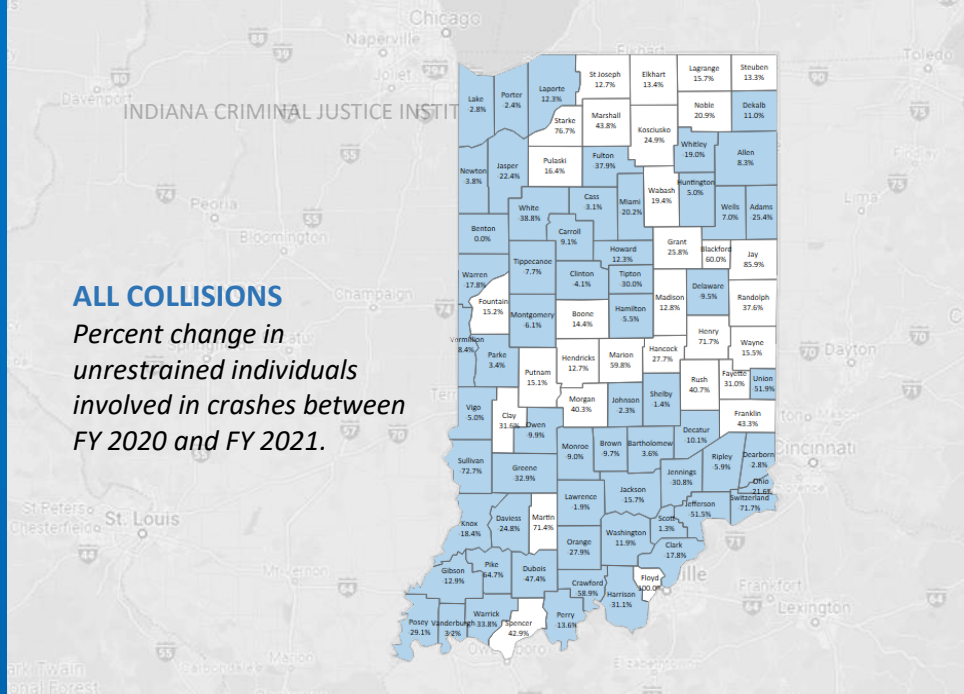


In FY 2021, 61 out of 92 counties (66.3%) reduced the number of unrestrained collisions, compared to 59 in FY 2020. The following three maps represent the percent change in the total number of unrestrained individuals, the total number of unrestrained fatalities, and the total of unrestrained individuals who suffered incapacitating injuries in each county.

For each map, **BLUE AREAS** represent counties that improved their numbers from FY 2020.

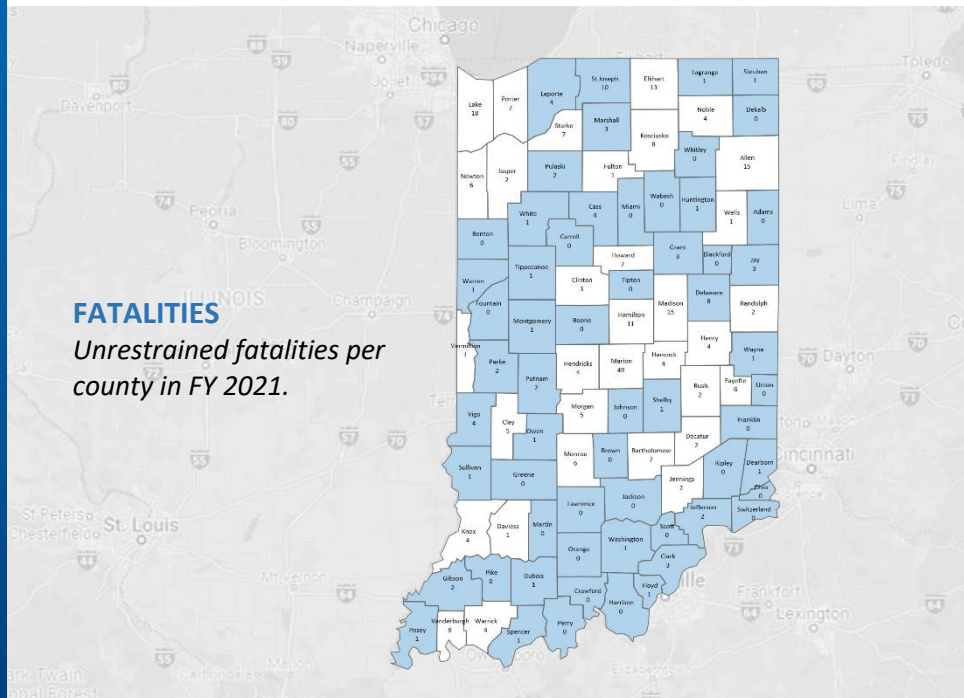
ALL COLLISIONS

Percent change in unrestrained individuals involved in crashes between FY 2020 and FY 2021.



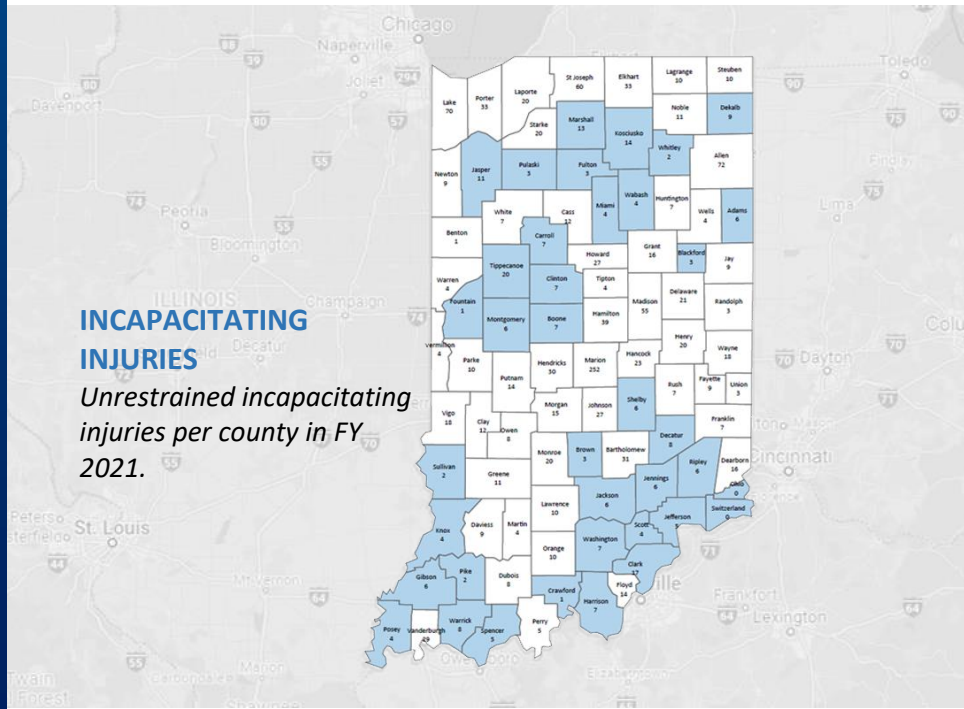
FATALITIES

Unrestrained fatalities per county in FY 2021.



INCAPACITATING INJURIES

Unrestrained incapacitating injuries per county in FY 2021.



PLANNED PROJECTS

PROGRAM MANAGEMENT – OCCUPANT PROTECTION

Project Number: PT-2021-07-PT-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, 13, and 14.

In FY 2021, the Occupant Protection Program Manager coordinated and oversaw occupant protection initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance and promoting education and enforcement of occupant protection laws, first-line supervisor for the LEL Program. Costs include program management salary, benefits, and travel costs to conferences and training are included in this project.

OPERATION BELT UP - OBU

Project Number: M1*OP-2021-11-00-00

Funding Source: 405b Funds

Linked PMTs: C-1, C-2, C-3, C-4, B-1, 13, 14

The Operation Belt-Up project promotes a coordinated effort to improve occupant protection strategies and reduce injuries and fatalities related to seat belt usage. These funds were used to support seat belt enforcement outside of blitzes, attempting to lower the unrestrained collision rate.

In FY 2021, there were 506 fatalities in rural Indiana (55.4% of all fatalities), with 31% of rural fatalities being unrestrained, while 36% of urban fatalities were unrestrained. This project was prioritized towards the top 30 counties, representing the highest rates of unrestrained individuals involved in collisions per 10k county population in 2018. Agencies within the identified targeted counties were given priority for funding.

In FY 2021, 14 law enforcement agencies were funded for Operation Belt Up. These agencies were: Angola City PD, Franklin County Sherriff, LaPorte County Sheriff, Decatur County Sheriff, Wabash City PD, Winona Lake PD, Knox County Sheriff, Shelby County Sheriff, Tipton County Sheriff, Wabash County Sheriff, Michigan City PD, Tell City PD, Huntingburg PD, and Jasper PD. They conducted 144 patrols totaling 537 hours.

CITATIONS DURING OBU GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2021

Citations	Total 2021
Seat Belt	464
Child Restraint	6
Suspended License	32
Speed	57
Criminal Misdemeanor	34
Criminal Felony	8
Texting	2
All Others	60
Total Citations	663
Total Warnings	1,010
Grand Total	1,673

Source: OPO database: OBU

CLICK IT TO LIVE IT PROGRAM

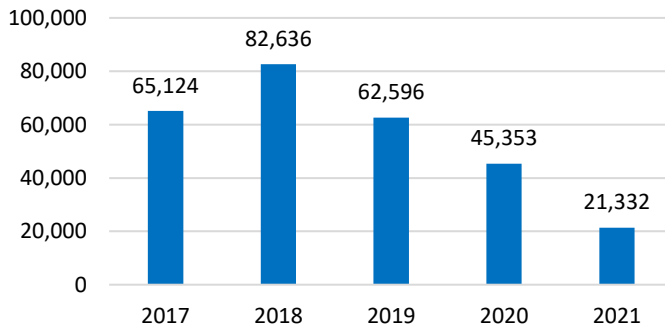
Project Number: OP-2021-08-00-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, C-5, 13, 14, 16, B-1

ICJI continued its work toward increasing Indiana’s seatbelt usage rate, reducing the number of unrestrained traffic fatalities, and funding overtime enforcement through the CHIRP program. During FY 2021, there were 79 participating agencies, many of which collaborated to utilize combined team-based efforts for 81 traffic safety partnerships. Agencies averaged 2.97 contacts per hour and issued 0.94 seat belt/child restraint citations per hour. Agencies made a DUI arrest every 11.98 hours. Officers working enforcement programs worked 21,332 hours and issued 59,275 citations and warnings, of which 63% were citations. The total hours for all agencies in FY 2021, including ISP and local agencies, are reflected in the bar graph below. Indiana State Police (ISP) specific enforcement activity is detailed in ISP specific projects later in this report.

OPO HOURS WORKED BY LAW ENFORCEMENT AGENCIES



CITATIONS DURING CITLI GRANT FUNDED ENFORCEMENT ACTIVITIES

Citations	Total 2021
Seat Belt	9,343
Child Restraint	276
Misdemeanor DUI	127
Felony DUI	14
Drug DUI	28
Underage Alcohol	14
Suspended License	2,200
Speed	13,299
Motorcycle Permit/ License Violation	41
Criminal Misdemeanor	860
Criminal Felony	195
Texting	730
All Others	10,037
Total Citations	37,164
Total Warnings	22,111
Grand Total	59,275

OPO AGENCY ACTIVITIES; INCLUDES ISP AND LOCAL AGENCIES IN TOTALS

Year	Average Contacts Per Hour	Seat Belt/Child Restraint Citations Per Hour	Impaired Driver Arrests	Total Enforcement Hours Worked	Total Citations and Warnings	Citations Percentage
2017	3.31	1.32	13.03	65,124	175,365	63
2018	3.17	1.27	17.4	82,636	255,038	61
2019	3.14	1.22	18.31	62,596	169,991	61
2020	3.13	1.01	22.51	45,352	125,556	62
2021	2.98	1.03	11.98	48,957	132,248	63

Source: OPO Database: CITI

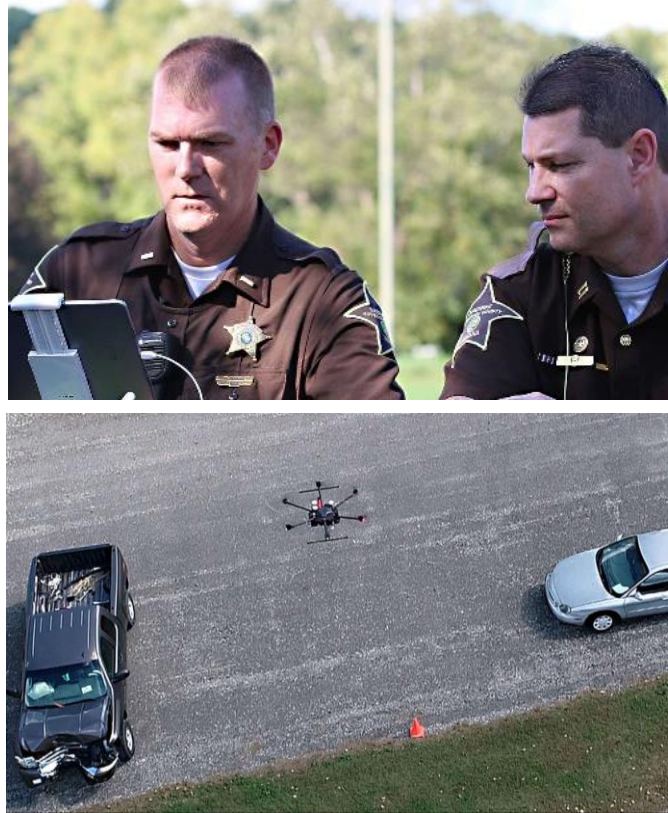
PURDUE UNIVERSITY – SECONDARY CRASH MAPPING PROGRAM

Project Number: RS-2021-14-00-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, 13, 14

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost-effective technology for crash scene mapping. Purdue University has been working closely with the Tippecanoe County Sheriff's Office (TCSO) to establish UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation during the past two years. 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 and the feasibility of its use for the documentation of day and nighttime crash scenes.



INDIANA STATE POLICE

Project Number: OP-2021-13-00-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-3, C-4, B-1, 13, 14

During FY 2021, ISP worked during all six blitz mobilizations, including two national mobilizations. The primary focus of these overtime enforcement activities for this project is occupant protection. Activity included troopers issuing 33,264 citations (61.6%) and 20,707 warnings (38.4%). Of the citations written, 416 were for impaired driving and 7,934 for seat belt violations. Troopers also made 3,122 criminal arrests, of which 485 (15.5%) were felony arrests.

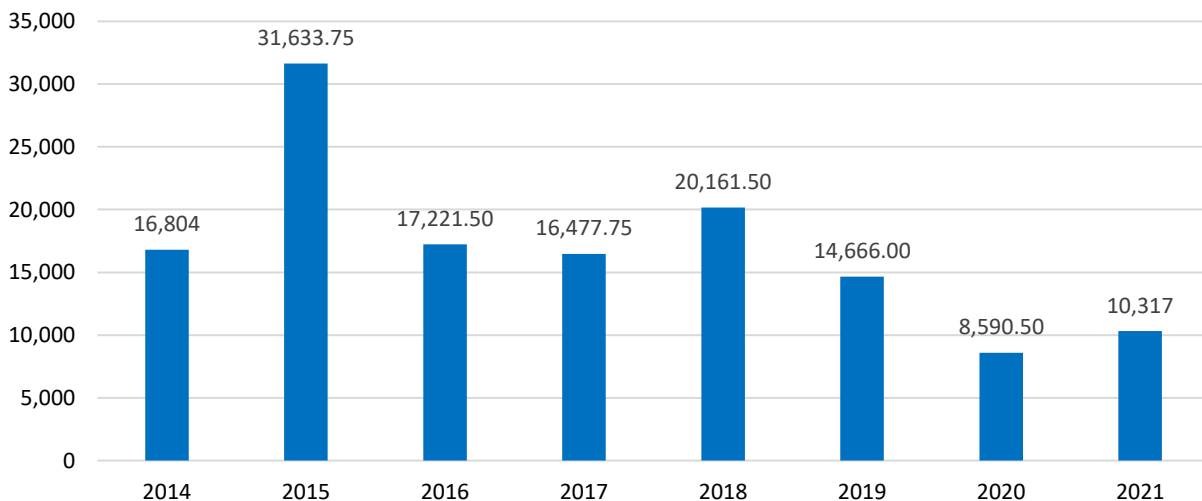


CITATIONS DURING GRANT FUNDED ENFORCEMENT ACTIVITIES FOR THE ISP, FY 2021, 402 FUNDS

Citations	Seat Belt Patrols	Other Patrols	Total 2021
Seat Belt	57	1,109	1,166
Child Restraint	4	25	29
Misdemeanor DUI	1	1,395	1,396
DUI Drug	0	106	106
Underage Alcohol	0	20	20
Suspended License	36	849	885
Speed	596	6,925	7,521
Criminal Misdemeanor	12	3,174	3,186
Criminal Felony	2	568	570
Texting	0	93	93
All Others	120	3,456	3,576
Grand Total	828	17,720	18,548
Warnings	1,035	16,688	17,723

*Note: DUI Patrol and Sobriety Checkpoint Information for ISP is listed in the DUI Grant located in the Impaired Driving Section.
Source: OPO database*

OPO HOURS WORKED BY INDIANA STATE POLICE



PAID MEDIA – 2020 CLICK IT OR TICKET NATIONAL MOBILIZATION

Project Number: FDL*PM-2021-38-00-00

Funding Source: 405d FLEX funds

Linked PMTs: C-1-7, C-9, B-1, A-1-2, A-5, CPS-1

The 2020 *Click It or Ticket* national mobilization combined high visibility enforcement with local, state and national media exposure to encourage greater seat belt use in Indiana. The goal of the campaign was to change the behavior of people who believe it is not necessary to wear a seat belt by reminding them that, not only it is illegal and a ticketable offense, but that seat belts and child passenger seats save lives. Primarily, the campaign focused on reaching men aged 16 to 34 years old, who represented the largest demographic of individuals who were unbuckled at the time of a crash last year, according to data collected by the Indiana Criminal Justice Institute Traffic Safety Division.

To reach our target audience, the division used a hyper-local targeted paid media strategy, based on recommendations from the National Highway Traffic Safety Administration’s media

buy plan, to promote the *Click It or Ticket* message. This was accomplished using a mix of connected TV and broadcast TV, as the use of audio and imagery leaves the strongest recall of any ad – making it ideal for generating awareness. Coinciding with the national buy, the campaign was conducted starting Monday, November 9, 2020 through Sunday, November 29, 2020—a 21-day flight period—and ran statewide with an emphasis placed in counties that had a higher concentration of fatal crashes involving unbelted motorists: Benton, Brown, Clay, Crawford, Daviess, Fayette, Franklin, Fulton, Howard, Jackson, Jay, Noble, Orange, Owen, Parke, Pike, Putnam, Randolph, Sullivan, Switzerland, Union and Warren.

In addition to paid media, ICJI also partnered with local law enforcement agencies and traffic safety stakeholders to promote the mobilization. The agency created a post- and pre-campaign news release, which was distributed by participating departments and picked up by most state media outlets. The division also promoted the campaign on social media.

CAMPAIGN PERFORMANCE OVERVIEW

Category	Actual Spent	Impressions Delivered	CPM
Television	\$71,774.00	1,418,580	\$50.60
Connected TV	\$15,125.01	825,775	\$18.32
Total	\$86,899	2,244,355	\$38.72



CONNECTED TV PERFORMANCE OVERVIEW

Category	Impressions	Clicks	CTR	ECPC	Spend
Connected TV	825,775	497	.06%	\$30.43	\$15,125

TELEVISION PERFORMANCE OVERVIEW

Market	Spend	GRPS Goal	GRPS Delivered	Post %	Impressions Delivered	CPM	Reach	Frequency
Evansville	\$8,096.25	150.0	111.5	74%	121,730	\$66.51	80.3%	2.7
Fort Wayne	\$8,313.00	150.0	158.1	105%	175,441	\$47.38	80.2%	2.8
Indianapolis	\$44,370.00	150.0	160.3	107%	783,043	\$56.66	79.8%	2.7
Lafayette	\$1,874.25	75.0	78.4	104%	25,341	\$73.96	78.8%	2.0
South Bend	\$5,903.25	150.0	187.1	125%	234,516	\$25.17	78.6%	2.7
Terre Haute	\$3,217.25	150.0	157.4	105%	78,509	\$40.98	88.2%	2.7
Total	\$71,774.00	825.0	852.8	103%	1,418,580	\$50.60	80.9%	2.6

PAID MEDIA – 2021 CLICK IT OR TICKET NATIONAL MOBILIZATION

Project Number: FDL*PM-2021-38-00-00

Funding Source: 405d FLEX funds

Linked PMTs: C-1-7, C-9, B-1, A-1-2, A-5, CPS-1

The 2021 Click It or Ticket national mobilization combined high visibility enforcement with local, state and national media exposure to encourage greater seat belt use in Indiana leading up to and during the Memorial Day holiday. The goal of the campaign was to change the behavior of people who believe it is not necessary to wear a seat belt by reminding them that, not only it is illegal and a ticketable offense, but that seat belts and child passenger seats save lives. Primarily, the campaign focused on reaching men aged 16 to 34 years old, who represented the largest demographic of individuals who were unbuckled at the time of a crash last year, according to data collected by the Indiana Criminal Justice Institute Traffic Safety Division.

To reach our target audience, the division used a multi-channel, multi-platform paid media

strategy consisting of a mix of digital, video and audio streaming advertising, based on recommendations from the National Highway Traffic Safety Administration’s media buy plan, to promote the Click It or Ticket message. Coinciding with the national buy, the campaign was conducted starting Monday, May 17 through Sunday, June 6, 2021—a 21-day flight period—and ran statewide with an emphasis placed in counties that had a higher concentration of fatal crashes involving unbelted motorists: Benton, Brown, Clay, Crawford, Daviess, Fayette, Franklin, Fulton, Howard, Jackson, Jay, Noble, Orange, Owen, Parke, Pike, Putnam, Randolph, Sullivan, Switzerland, Union and Warren.

In addition to paid media, ICJI also partnered with local law enforcement agencies and traffic safety stakeholders to promote the mobilization. The agency created a post- and pre-campaign news release, which was distributed by participating departments and picked up by most state media outlets. The division also promoted the campaign on social media.

Campaign Performance Overview			
Category	Actual Spent	Impressions	CPM
Local Cable (zoned)	\$28,271.86	431,944	\$65.45
Audio (Pandora)	\$13,861.89	1,266,605	\$10.94
Video (CTV and YouTube)	\$35,503.10	3,363,619	\$10.55
Digital (Display)	\$14,591.72	3,248,586	\$4.49
Total	\$92,228.57	8,310,754	\$11.09

Connected TV Performance Overview					
Category	Impressions	Clicks	CTR	ECPC	Spend
Connected TV	461,887	5	0.001%	\$3,901.32	\$19,506.60

Television Performance Overview			
Market	Spend	Impressions Delivered	CPM
Cincinnati	\$745.24	7,453	\$99.99
Evansville	\$2,524.50	23,756	\$106.26
Fort Wayne	\$2,490.50	38,083	\$65.39
Indianapolis	\$12,326.70	224,722	\$54.85
Lafayette	\$1,136.03	19,821	\$57.31
Louisville	\$5,530.53	65,350	\$84.63
South Bend	\$2,853.45	53,527	\$53.31
Terre Haute	\$664.91	3,921	\$169.58
Total	\$28,271.86	431,944	\$65.45

YouTube Performance Overview					
Category	Impressions	Clicks	CTR	ECPC	Spend
YouTube	2,257,887	1,736	0.06%	\$9.21	\$19,506.60

Digital Performance Overview					
Category	Impressions	Clicks	CTR	ECPC	Spend
Display	3,248,586	2,264	0.07%	\$6.45	\$14,591.72



FY 2021

Indiana Criminal Justice Institute

TRAFFIC RECORDS

TRAFFIC RECORDS

The Traffic Records program creates an integrated traffic records system by collaborating with all local, State, and federal entities responsible for motor vehicle safety. This collaboration includes coordination with the Strategic Highway Safety Plan and the Indiana Department of Transportation to improve traffic information systems across the State. The program is 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 traffic safety programs.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted to the crash database for program decisions, resource allocation, and statewide and local crash statistics requests. To assist during FY 2021, TSD continued to reduce the backlog of pending toxicology results for all crashes. With 914 traffic fatalities involving 1,348 drivers reported for FY 2021, 846 individuals (62.8% of drivers) were indicated to have been administered a breath or blood test as part of the crash investigation. Of those 846 that showed a breath or blood test was administered, 493 or 58.3% recorded ARIES results. In total, 36.6% of drivers involved in fatal collisions have a test result recorded in ARIES.

In FY 2019, pending toxicology cases awaiting analysis were reduced by 99.01% from 5,500 to 53. This reduction was maintained throughout FY 2020 and FY 2021. In December 2018, the average turnaround time for alcohol analysis was 94.7 days. By December 2020, the average turnaround time had been reduced to just 25 days. In FY 2021, the average turnaround time for alcohol analysis remains at 25 days. The turnaround time for drug analysis is 62 days. While Indiana had a significant reduction in the number of fatal crashes with drivers above 0.08 BAC, at this time, data is incomplete, and this performance metric will be updated pending the completion of data.

In FY 2020, the TSD worked with the Traffic Records Coordinating Committee (TRCC) to identify and implement methods to link toxicology results and crash records to improve all aspects of toxicology information within crash records. TSD, in cooperation with the Indiana State Department of Health, the Indiana Prosecuting Attorney's Council, and the Indiana State Department of Toxicology, launched a Phlebotomy for Law Enforcement Officers Training Course. The course trains officers to be qualified to obtain blood samples at the scene of fatal crashes and suspected impaired driving incidents to improve the number of fatal crashes where a blood test is administered.



PLANNED PROJECTS

PROGRAM MANAGEMENT/TRAFFIC RECORDS COORDINATOR

Project Number: M3DA-2021-39-00-00

Funding Source: 405c Funds

Linked PMTs: C-1, C-2, C-3, C-10, C-11

In FY 2021, the Traffic Records Coordinator was responsible for managing Indiana's crash records system, assisting agencies with reporting crashes electronically, and continuing initiatives to improve the timeliness and accuracy of crash records. The Indiana Crash Records assessment was completed in May 2018 and served as the most recent guide to enhance data quality on Indiana crash reports. Like other years, in FY 2021, the program coordinator followed a strategic timeline, which outlined when each improvement activity would be conducted. The use of 405F and 402 funds covered the program manager's salary, benefits, and travel costs to traffic record-related conferences and training.

TRCC PROCESS IMPROVEMENT PROGRAM

Project Number: FDL*TR-2021-43-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-2, C-3, C-10, C-11

In FY 2021, ICJI has requested assistance from the Governors Highway Safety Association's Consulting Services Initiative (CSI) to conduct a comprehensive review of the functional processes and collaboration of its TRCC, offer recommendations for improvement and provide on-call guidance to the TRCC coordinator tasked with implementing the recommendations. In addition, CSI will assess and provide recommendations regarding the utility, quality, timeliness, and value of Indiana's Traffic Safety Fact Sheets (Fact Sheets), which are produced annually to assess the completeness and accuracy of Indiana's Crash Record Database (ARIES). The ICJI utilizes the

Fact Sheets as one data source to develop its annual HSP, while ICJI sub-recipients reference the problem ID data in their grant proposals. The Fact Sheets are also used by safety stakeholders, the media, and other audiences.

The CSI traveled to ICJI during August of 2021. The CSI has prepared a report containing the needed recommendations for the tasks outlined above. The CSI will continue to work with ICJI during the next TRCC meeting to help educate and facilitate the planned changes.

INDIANA UNIVERSITY - PUBLIC POLICY INSTITUTE

Project Number: TR-2021-41-00-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-10, C-11

In FY 2021, grant funds supported the Indiana University Public Policy Institute (PPI) services. The project completes an assessment of crash records content to identify motor-vehicle crash trends, data voids to assess for completeness. It culminates with the creation of Indiana Traffic Safety Fact Sheets. Fact sheets contain traffic-related data for each of the following categories: alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. In addition, PPI publishes an annual Indiana Crash Fact Book and County Profiles publication for each of Indiana's 92 counties. PPI submits these documents for review by the TSD and the Research Division of ICJI for the second level of study before release. TSD utilizes this information to form performance measures, respond to media requests, and provide data for subgrantees to identify strategies and specific problem identification for grant applications. These published documents are hosted on the ICJI website at: www.in.gov/cji/research/crash-statistics.

PURDUE UNIVERSITY - CENTER FOR ROAD SAFETY

Project Number: M1*TR-2021-42-00-00

Funding Source: 405b Funds

Linked PMTs: C-1, C-2, C-3, 13, 14

In FY 2021, the Purdue University's Center for Road Safety (CRS) completed Seatbelt Survey Operations Management and Research and CODES Project activities for TSD. CRS released two crash-related publications, EMS and hospital inpatient/outpatient databases. An observed seatbelt usage rate of 92.9% in FY 2021 decreased from 94.9% in 2019. This seemingly slight decrease of two percentage points significantly impacts Indiana's population of 6.8 million, and it translates to 136,000 fewer Hoosiers wearing their seat belt in FY 2021. A total of 6.3 million Hoosiers used their seatbelt when in a vehicle in FY 2021. For more information regarding the seat belt survey, reference the Occupant Protection section of this report.

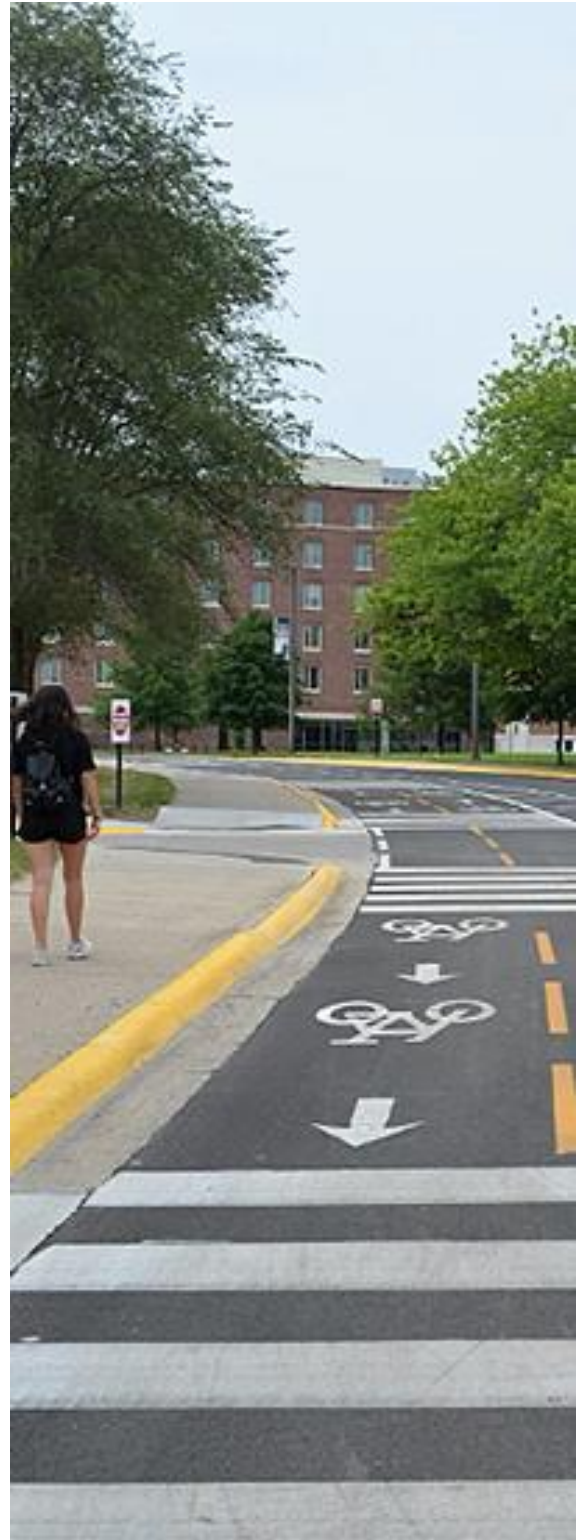
INDIANA STATE DEPARTMENT OF HEALTH TRAUMA DATABASE

Project Number: M3DA-2021-46-00-00

Funding Source: 405c Funds

Linked PMTs: C-1, C-2, C-3, C-10, C-11

The Indiana Trauma Registry (ITR) provides the means to monitor the Indiana trauma system for efficiency and effectiveness to improve injury data submitted by hospitals for those involved in a traffic crash. There are currently 121 hospitals with emergency departments (EDs). From FY 2018 through FY 2019, submitting hospitals stayed high participation from 111 to 107. Patient records increased from FY 2018 through FY 2019. The number of days was reduced from 108 days in FY 2018 to 91 days in FY 2019 from incident to entry in the Trauma Registry.



INDIANA SUPREME COURT – COURT TECHNOLOGY CENTER – ECWS

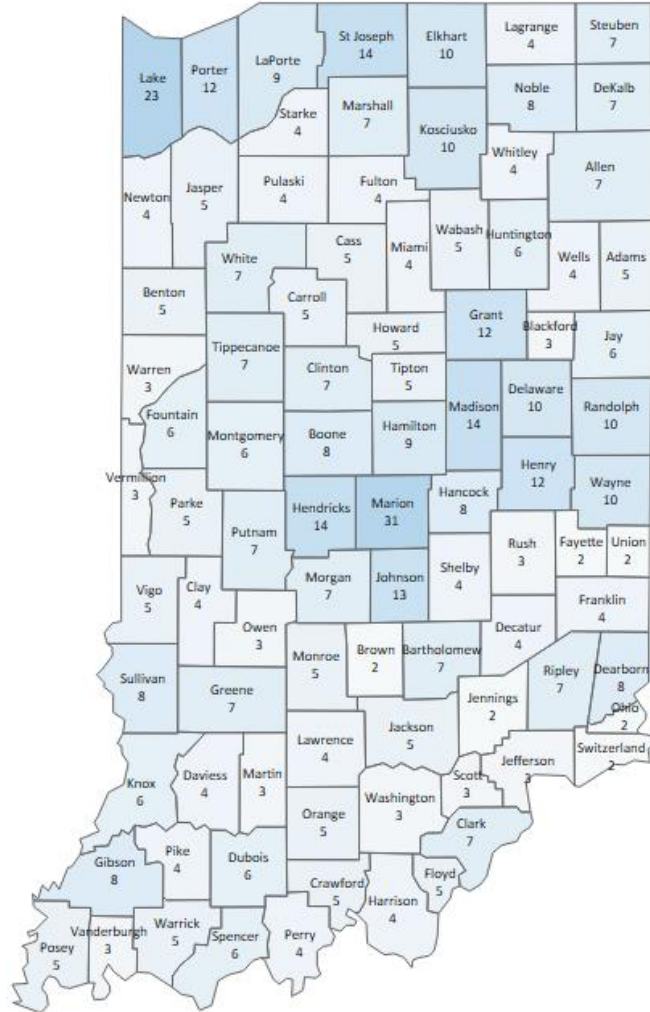
Project Number: M3DA-2021-44-00-00

Funding Source: 405c Funds

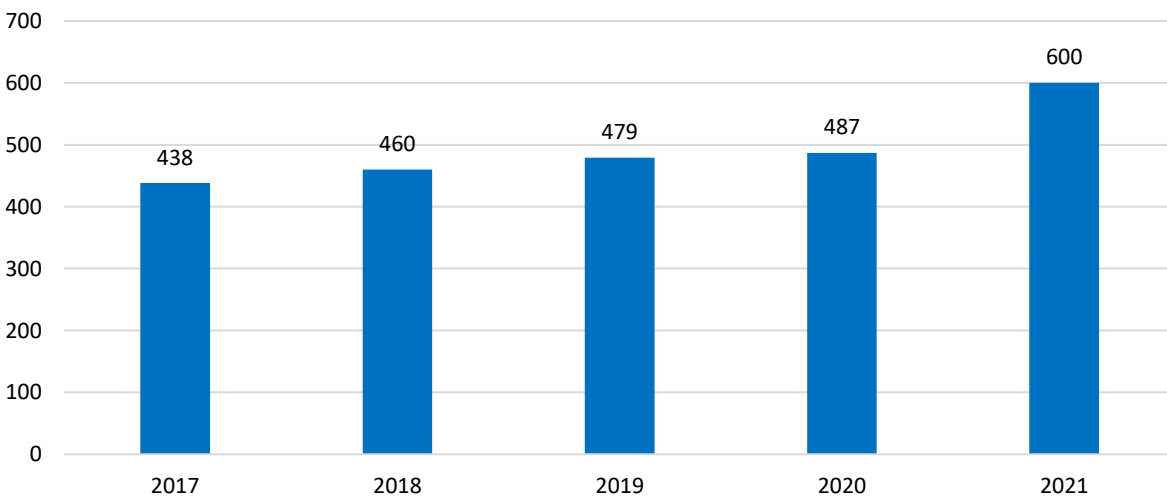
Linked PMTs: C-1, C-3, C-5, 13, 14, 16

The Indiana Supreme Court’s Division of State Court Administration accepted the role of designing an electronic traffic citation system. This project aimed to provide a statewide end-to-end solution for the electronic transmission of a traffic violation. This program also provides the linkage to bring together systems that will build on Odyssey’s statewide case management system, including information sharing between Indiana’s courts, clerks, Indiana BMV, and law enforcement agencies.

As of September 30, 2021, 422 courts in 89 of the 92 counties trained on and used the Odyssey case management system. In FY 2021, a total of 600 law enforcement agencies have been trained in the eCWS (or e-ticket) system, an increase of 23.2% from FY 2020. Combined, the 600 law enforcement agencies represent 781,377 tickets during FFY21. The map to the right includes the number of law enforcement agencies trained and deployed with eCWS per county.



LAW ENFORCEMENT AGENCIES TRAINED IN ECWS



Source: Indiana Supreme Court Office of Technology



FY 2021

Indiana Criminal Justice Institute

IMPAIRED DRIVING

IMPAIRED DRIVING

Reducing impaired driving crashes continues to be a primary problem identification area for Indiana. Indiana had a lower percentage of fatalities resulting from impaired driving than other states in recent history. During FY 2021, ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities.

In FY 2021, ICJI, local law enforcement, and the LELs increased effort to promote and support high visibility enforcement (HVE) in the form of sobriety checkpoints, signboards and patrol car signage. Indiana has also put an increased emphasis on the detection of drug-impaired operators through the increase in training opportunities for Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted to the crash database for program decisions, resource allocation, and statewide and local crash statistics requests. During FY 2021, TSD continued to reduce the backlog of pending toxicology results for all crashes. As of November 25, 2021, with 914 traffic fatalities involving 1,348 drivers reported for FY 2021, 846 individuals (62.8% of drivers) were indicated to have been administered a breath or blood test as part of the crash investigation. Of those 846 that showed a breath or blood test was administered, 493 or 58.3% recorded ARIES results. In total, 36.6% of drivers involved in fatal collisions have a test result recorded in ARIES.

In FY 2021, there were an estimated 94 alcohol-impaired fatalities (BAC .08 or higher), down from 124 in FY 2020. This figure is reported with 72.7% of crash reports involving fatal crashes containing complete toxicology results. TSD subgrantees made 6,310 impaired driving arrests and citations during grant-funded overtime patrols in FY 2021, a 9% increase in enforcement arrests from FY 2020, with a resulting 24.2% decrease in the number of impaired driving fatalities in FY 2020. Indianapolis leads the state in the highest number of OWI crashes annually. In Marion County in FY 2020, 1,412 collisions were reported where a breath or blood test was administered, and in FY 2021, 1,586 such crashes were reported, an increase of 174 reported tests.



PLANNED PROJECTS

PROGRAM MANAGEMENT – IMPAIRED DRIVING

Project Number: FDLIDC-2021-18-PM-00

Funding Source: 405d Funds

Linked PMTs: C-5, C-16

In FY 2021, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects. The program manager's responsibilities included monitoring 40 subgrantees for DUI Taskforce compliance and performance. Collaborating with local, state, and community organizations to develop and implement impaired driving awareness campaigns; and promote enforcement of Indiana's impaired driving laws.

In FY 2021, the impaired driving program manager participated in ICJI's traffic safety update meetings. The meetings consist of training sessions for local law enforcement regarding upcoming funding opportunities. They also provide project oversight for Traffic Safety Resource Prosecutor, DRE/Standard Field Sobriety Test (SFST) Training Program, Ignition Interlock, and Summer Impaired Driving Enforcement Project. Impaired driving funds paid the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars.

SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT

Project Number: 164AL-2021-23-00-00

Funding Source: 164AL Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

The summer impaired driving enforcement program (SIDEPE) 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 crashes and deaths in identified counties. ICJI implemented this new enforcement campaign in 2018 targeting the summer impaired driving season between Memorial Day and Labor Day. The top 15 small, ten medium, and five large counties were identified based on their rate of alcohol-impaired crashes. In FY 2021, 8 law enforcement agencies conducted impaired driving patrols and sobriety checkpoints totaling 1,660 hours of enforcement time.

IMPAIRED DRIVING ENFORCEMENT (DUI TASK FORCE)

Project Number: 164AL-2021-21-00-00

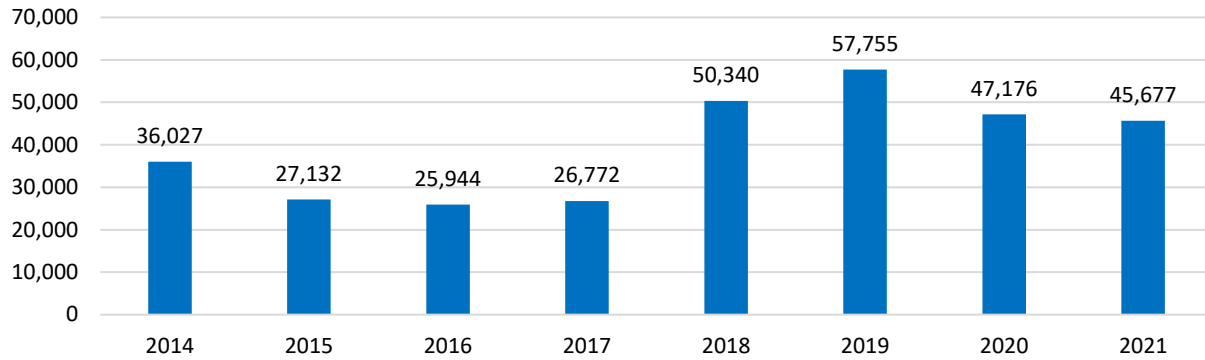
Funding Source: 164AL Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

With a continued focus on deterrence, Task Force agencies stepped up their enforcement, intensifying high visibility and sustained strategies to change behaviors of those willing to drink and drive. Thirty-seven counties comprised the DUI Task Force program, supplemented with 14 ISP districts throughout the State. These agencies were provided overtime funding for officers to detect and arrest impaired drivers utilizing HVE efforts such as sobriety checkpoints.

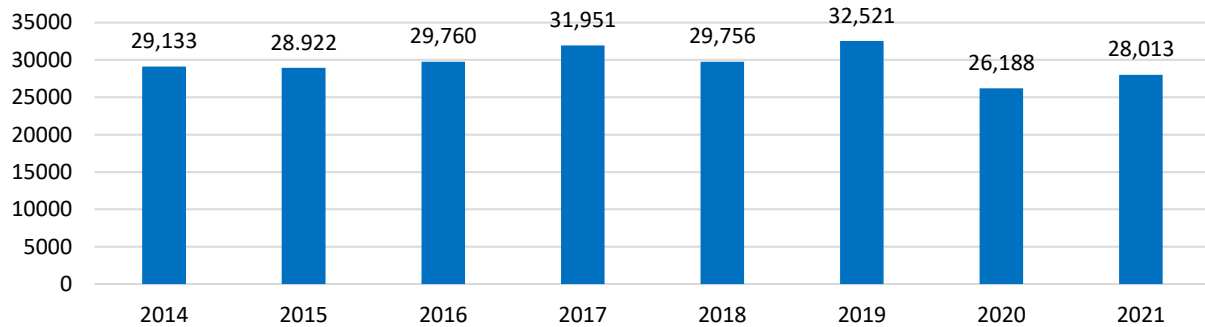
In FY 2021, the DUI Task Force program issued 45,677 citations/warnings, with 3,912 DUI arrests made for alcohol specifically within this program. A total of 1,811 officers worked 28,063 hours and made a DUI arrest every 7.25 hours. The average number of tickets written per hour increased from 1.80 in FY 2020 to 2.17 in FY 2021.

TICKETS & CITATIONS ISSUED BY FUNDED LAW ENFORCEMENT AGENCIES, FY21



With the renewed efforts in HVE, ICJI saw new agencies participate in sobriety checkpoints. In conjunction with programmatic staff, ICJI’s regional LEL network, and the State’s Traffic Safety Resource Prosecutor, Indiana saturate new areas with HVE. DUI Task Force Indiana was also instrumental in implementing NHTSA-recommended HVE techniques by conducting 25 sobriety checkpoints, with 6,075 vehicles entering checkpoints for screening.

DUI HOURS WORKED BY FUNDED LAW ENFORCEMENT AGENCIES, FY21



PORTABLE BREATH TEST EQUIPMENT

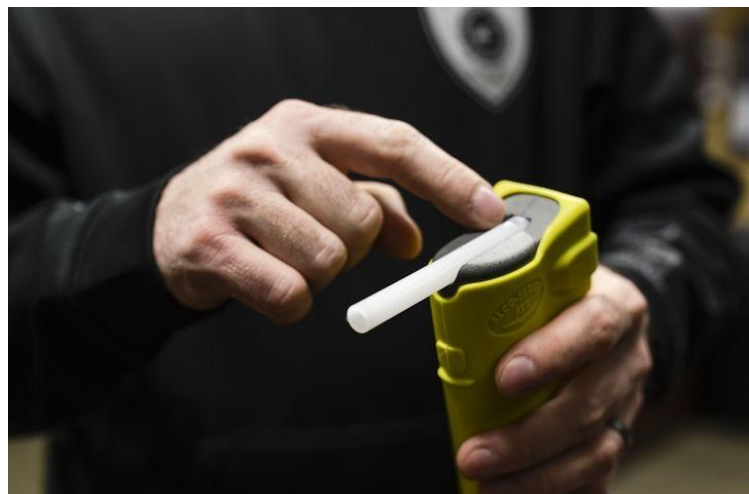
Project Number: 164AL-2021-22-00-00

Funding Source: 164AL Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

In FY 2021, 320 Portable Breath Testing devices (PBTs) were provided to participating agencies, with 4,232 PBTs administered.

In FY 2021, 3,386 PBTs were administered, a decrease of 20% above those administered in FY 2020.



Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2021
Seat Belt	1	4	604	0	609
Child Restraint	0	6	61	0	67
Misdemeanor DUI	12	101	3,487	1	3,601
Felony DUI	1	3	307	0	311
DUI Drug	0	13	438	0	451
Underage Alcohol	0	1	80	1	82
Suspended License	7	61	1,798	8	1,874
Speed	7	3	4,299	1	4,310
Motorcycle Permit/ License Violation	0	2	36	0	38
Criminal Misdemeanor	2	85	3,662	3	3,752
Criminal Felony	0	9	957	2	968
Texting	0	0	69	0	69
All Others	14	104	6,507	28	6,653
Grand Total	44	392	22,305	44	22,785

INDIANA STATE POLICE – IMPAIRED DRIVING

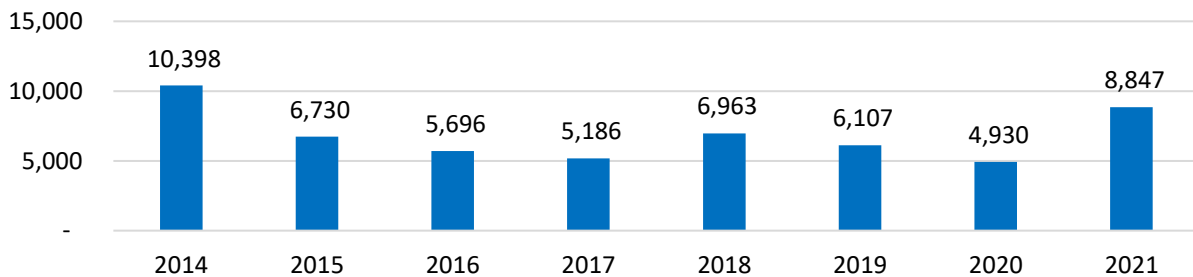
Project Number: M6X-2021-26-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

Throughout FY 2021, ISP conducted sobriety checkpoints and saturation patrols as part of their highway safety grant. ISP also programmed overtime traffic enforcement patrols in areas of the state that had fewer local law enforcement overtime patrols.

DUI HOURS WORKED BY INDIANA STATE POLICE FY21



CITATIONS DETAIL FOR 405D GRANT FUNDED ACTIVITIES OF THE ISP, FY 2021

Citations	Impaired Driving Patrols
Seat Belt	181
Child Restraint	6
Misdemeanor DUI	1,330
DUI Dug	98
Underage Alcohol	17
Suspended License	402
Speed	967
Criminal Misdemeanor	2,721
Criminal Felony	505
Texting	32
All Others	2,034
Grand Total	8,293

Source: OPO database: DUI



DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION

Project Number: M6OT-2021-27-00-00

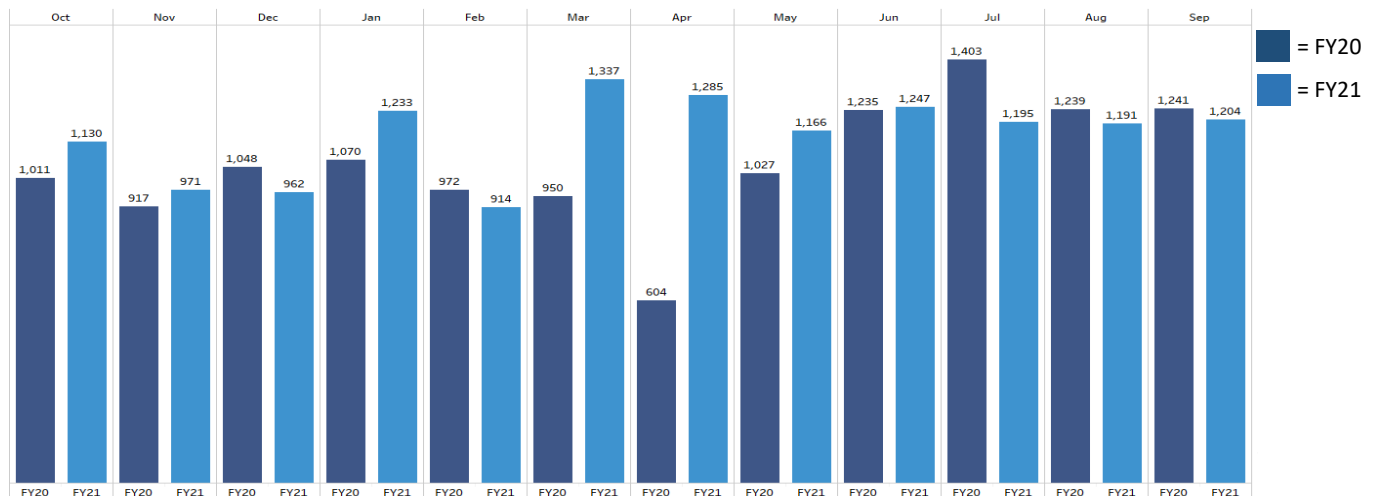
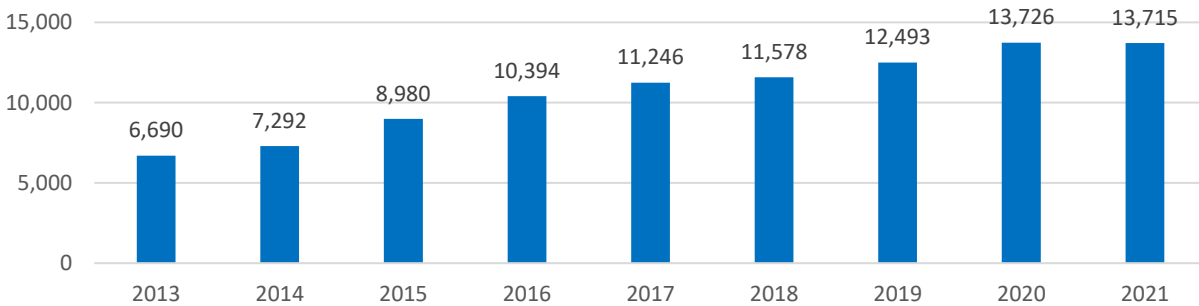
Funding Source: 405D Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, and 16

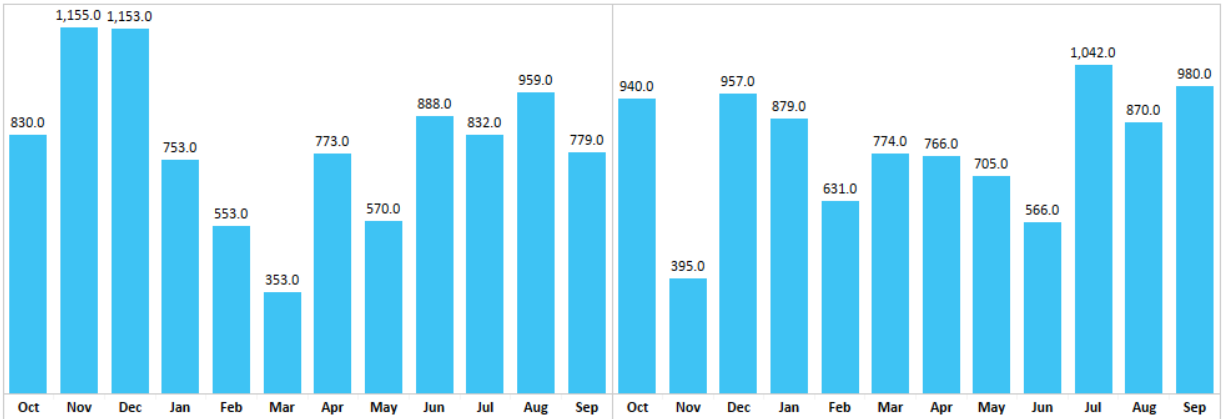
This project funded outsourcing to reduce the Indiana State Department of Toxicology backlog of approximately 5,300 traffic-related drug cases in FY 2021. While the alcohol turnaround time for analysis was less than 60 days, the turnaround time for traffic-related drug cases submitted for analysis was approximately 11 months. The lengthy turnaround time for drug analysis was delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. This project improved timeliness and completeness in the ARIES and citation/adjudication databases and reduced the backlog from 10 months to four months. At the end of FY 2020, the cases pending analysis were decreased by 91.8%, from 5,500 to 453. The reporting time for analyzed results was reduced from 54 weeks to 7, or 49 days.

In FY 2021, TSD supported this project, sustaining fewer than 90 days reporting period. Complete visualization of the project impact will be assessable in FY 2022 and FY 2023. Officers and prosecutors will begin to aggressively re-engage the DUI enforcement arena, knowing toxicology results for their efforts will be available to move the legal and administrative processes swiftly. Of particular significance, there was an increase in submissions each month except for March, April, and May during the COVID-19 shutdown. During FY 2021, there were 9,723 cases submitted to the lab to be analyzed for alcohol, and 9,476 cases were completed with an average turnaround of 25.3 days. During the same time, there were 8,906 cases submitted to the lab to be analyzed for drugs, and 8,833 cases were completed with an average turnaround of 62.2 days. The completion rate for alcohol case analysis is 97.5%. The completion rate for drug case analysis is 99.2%.

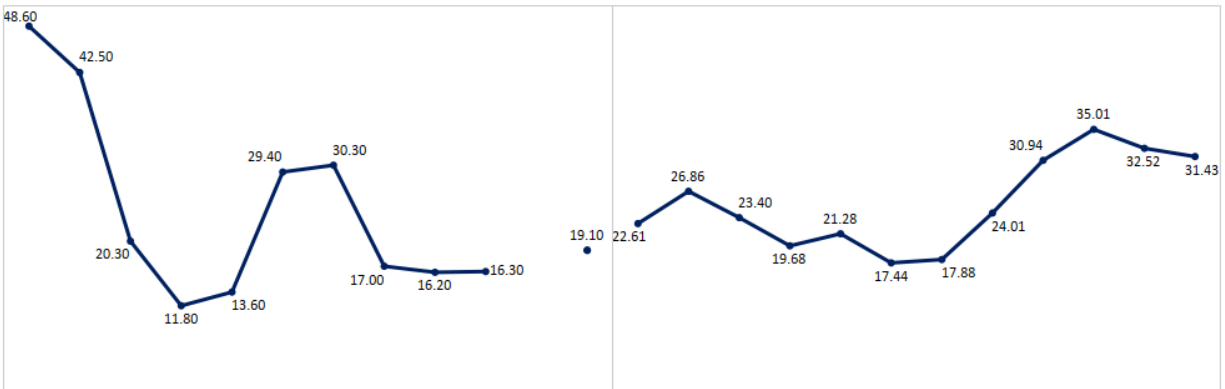
DEPARTMENT OF TOXICOLOGY SUBMISSIONS



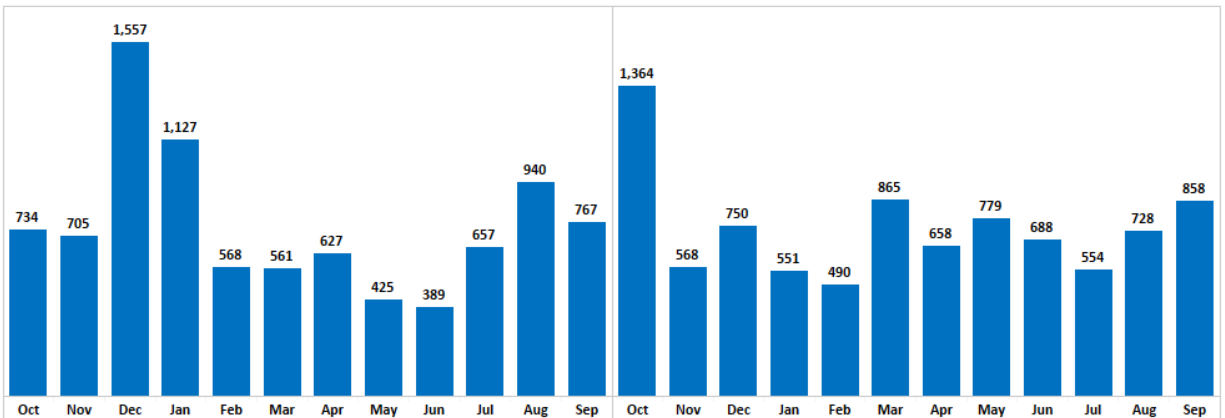
Alcohol Lab Analysis Completed per Month
Federal Fiscal Year 2020- Federal Fiscal Year 2021



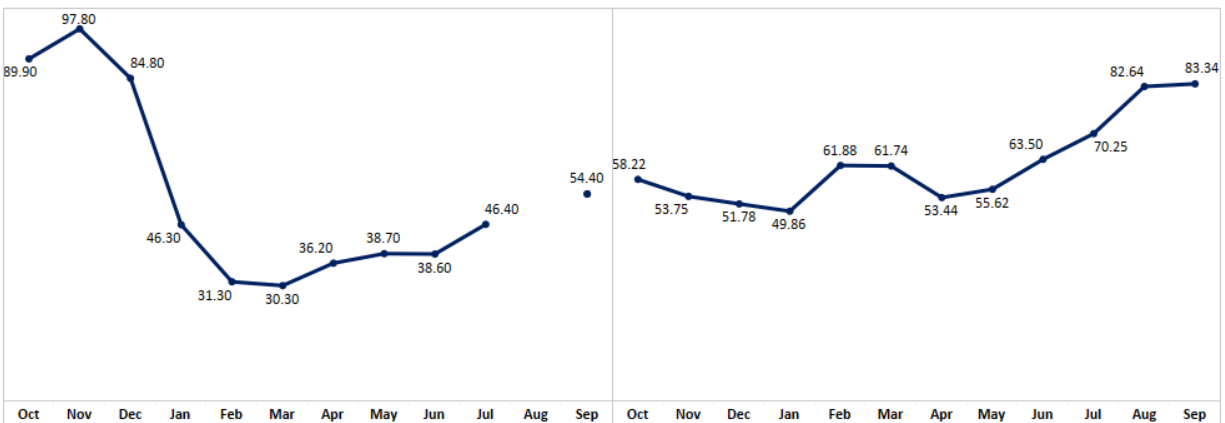
Average Alcohol Lab Analysis Turnaround by Days
Federal Fiscal Year 2020- Federal Fiscal Year 2021



Drug Lab Analysis Completed per Month
Federal Fiscal Year 2020- Federal Fiscal Year 2021



Average Drug Lab Analysis Turnaround by Days
Federal Fiscal Year 2020- Federal Fiscal Year 2021



DRUG RECOGNITION EXPERT (DRE) PROGRAM & STANDARD FIELD SOBRIETY TEST (SFST)

Project Number: FDLDATR-2021-28-00-00

Funding Source: 405d Funds

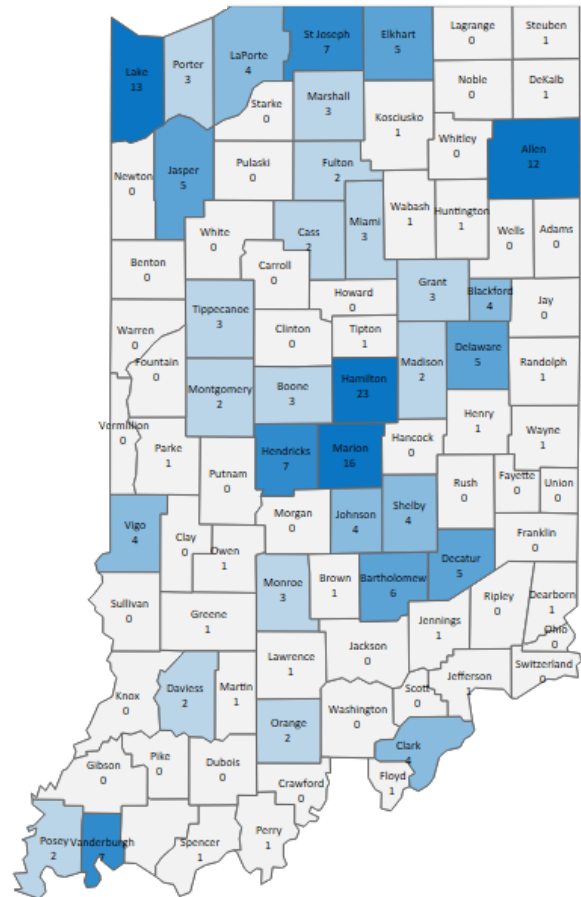
Linked PMTs: C-1, C-3, C-5, 13, 14, 16

The DRE program in Indiana completed a milestone, completing 32 years as a state with the IACP Drug Evaluation and Classification Program. Starting in 1998 with 20 officers, FY 2021 finished with 197 down from 224 Certified DRE officers in FY 2020. In FY 2021, Indiana provided two DRE Schools after a single school per year in FY 2016-2018. The two schools added 34 additional DRE officers. These officers represented 21 different agencies, with eight new agencies to the program in FY 2021. During FY 2021, 483 enforcement evaluations were complete. A total of fourteen ARIDE training classes were provided with 235 additional officers trained in ARIDE, spanning 81 agencies. There was an average of 17 students per course. Four officers trained in ARIDE during FY 2021 became certified DRE officers during FY 2021. ARIDE Trainings increased in FY 2021 from FY 2020, offering only four ARIDE opportunities, training 63 officers.

Training planned for FY 2022, outside of Basic Academy SFST training classes, include:

- » SFST Instructor Development – May 2022
- » SFST Instructor Development – August 2022
- » DRE School – April 2022
- » DRE School – August 2022
- » ARIDE Trainings – Ongoing
- » SFST Instructor Refresher and DRE Refresher – April 2022 (Indiana Traffic Safety Conference)

DRE OFFICERS PER COUNTY



Note: Data valid as of December 9, 2021



INDIANA DRUG RECOGNITION EXPERT AWARDS PROGRAM

On March 2, 2021, the TSD recognized 23 Indiana DRE officers as part of the annual Indiana Drug Recognition Expert Awards Program. In total, the division presented 18 longevity awards for years of service, two leadership awards for going above and beyond and two emeritus awards for contributions made in retirement. Awards were also presented to one officer based on the number of evaluations conducted and to Louisiana-based J.O. Jones Consulting, LLC, for its support of the program.



Every year, two leadership awards are presented to one officer and one instructor. Formerly known as the DRE Officer of the Year and DRE Instructor of the Year, the awards were renamed in 2017 in honor of fallen DRE officers: Indianapolis Metropolitan Police Department Officer David Moore, who was killed in the line of duty in 2011, and Indiana State Police Lieutenant Gary Dudley, who was struck and killed while participating in a charity bike ride for the Indiana chapter of Concerns of Police Survivors in 2006.



This year, the Officer David Moore DRE Officer of the Year Award was presented to Indiana State Police Trooper Noah Ewing, and the Lt. Gary Dudley DRE Instructor of the Year Award was presented to Officer Michael Wittl with the Avon Police Department.



DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

Project Number: M6X-2021-29-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

Indiana discontinued the agreement with ITSMR at the end of FY 2019 after implementing requirements made by the software provider that Indiana could not comply with legally. During FY 2020 and FY 2021, discussions with a new company took place to negotiate a new agreement, pushed to be implemented in FY 2022. More negotiation must occur before a new deal is complete, set to be implemented in FY 2022. No additional tablets were purchased in FY 2020; however, every new DRE is provided with a tablet and trained to enter the NHTSA National DRE Database.

INDIANA STATE EXCISE POLICE UNDERAGE DRINKING – TEEN TRAFFIC SAFETY

Project Number: 164AL-2021-19-00-01

Funding Source: 164AL Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

The Indiana State Excise Police, the law enforcement division of the Indiana Alcohol and Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2021, Excise Police received funding from ICJI to conduct four enforcement initiatives. Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), Intensified College Enforcement (ICE), and Place of Last Drink (POLD), all focused on reducing the availability of alcoholic beverages to underage persons who possess, consume, transport, or purchase alcohol. The overall goal of the Indiana State Excise Police combined SUDS/SCIS/ICE/POLD programs is to ultimately reduce the amount of alcohol available and consumed by persons less than 21 years of age in the State of Indiana. Therefore, decreasing the chance of minors being injured, hospitalized, and even killed due to problems associated with underage drinking.

Excise officers conducted 333 SUDS, CIS, and ICE details statewide during FY 2021. During those details, 1,100 citations were issued specifically for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. A total of 1,292 citations/arrests and 292 written warnings were issued. During the 131 SUDS details in FY 2021, juveniles/minors were prevented from illegally consuming and possessing alcoholic beverages. There were 557 citations issued, 442 arrests/citations, and 115 written warnings issued during SUDS details. Of these, 364 arrests/citations/warnings were specifically for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. The 364 total citations also include False ID-related charges. SUDS details are conducted at significant events where underage drinking often occurs. Such events include Indiana University's Little 500, the Indianapolis 500, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, concerts at Klipsch Music Center, White River State Park, and many more events.

The Indiana State Excise Police aimed to conduct at least 75 CIS details statewide in package liquor stores, grocery stores, and pharmacies where alcoholic beverages are sold for off-premises consumption. A total of 73 CIS details were conducted statewide. Excise officers issued 56 total citations, 37 citations/arrests, and 19 written warnings during those details. Fifty-one arrests, citations, and warnings were specifically for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. Cops-in-Shops is primarily an educational and relationship-building program between the Indiana State Excise Police and alcoholic beverage retailers. CIS details were increased during the 4th quarter due to COVID-19 restrictions. Package liquor stores and groceries were open when many bars, taverns, and other on-premise establishments were closed.



In FY 2021, 119 ICE details were conducted statewide during the grant period. Excise Officers issued 979 total citations: 822 arrests/citations and 157 written warnings during those details. Specifically, 736 arrests/citations/warnings were for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. ICE allows officers to increase their enforcement efforts in and around significant college campuses in Indiana to reduce underage drinking and, therefore, underage impaired driving. Specifically targeted were Indiana University in Bloomington, Ball State University, Butler University, University of Indianapolis Indiana University, Purdue University (IUPUI), Indiana State University, Notre Dame University, Indiana University South Bend, Indiana University East in Richmond, Vincennes University, University of Southern Indiana, DePauw University, Indiana University Purdue University Fort Wayne (IPFW), Purdue Calumet in Hammond, Indiana Wesleyan in Marion, Valparaiso University, and Indiana University Northwest in Gary.

The Indiana State Excise Police completed 142 POLD investigations. Out of the 142 investigations, six are pending disposition, 131 closed as unfounded or lack of evidence, one notice of warning to alcohol permit business, four notices of violation to alcohol permit businesses, and one criminal charge against an individual.

During FY 2021, 131/100 SUDS details were completed (131% achieved). In addition, 73/75 CIS details were completed (97% achieved), and 119/125 ICE details were completed (95% achieved). Although a few of the projected outcomes fell somewhat short, it is attributed solely to the projects not being implemented until March. The projected results were estimated to be achieved during twelve months.

TRAFFIC SAFETY RESOURCE PROSECUTOR

Project Number: FDL*PT-2021-31-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

During FY 2021, the TSRP continued providing legal education for prosecutors. The TSRP continued to work with all branches of Indiana government, serving on working groups with the Office of Court Technology, Bureau of Motor Vehicles, Indiana Department of Toxicology, Indiana State Police, Indiana State Excise Police, and the Legislative Services Agency. These groups worked to help the State implement new laws and streamline existing traffic law procedures to ensure more substantial cases, faster processing times, and cost savings. The TSRP program continues to work closely with the DRE program and conduct training on legal aspects and courtroom considerations for Standardized Field Sobriety Test training at the Indiana Law Enforcement Academy. The TSRP assisted with the inaugural class of the Indiana Law Enforcement Phlebotomy Program. In August of 2021, the TSRP resumed the Cops In Court Program. This 3-day program brought prosecutors and law enforcement officers from around the state to become more proficient with OWI prosecution and testimony. The Legislative Update Section of this report details the actions of the TSRP to work with the Legislative Services Agency and Legislature to keenly observe and defend proposed changes that impact traffic safety and enforcement efforts in Indiana.

JUDICIAL OUTREACH LIAISON

Project Number: FDLDATR-2021-32-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16

During FY 2021, the JOL provided continuing legal education for judges involved in impaired driving cases. The JOL developed an Indiana Impaired Driving seminar for judges through the National Judicial College. The JOL also prepared a presentation for law enforcement entitled, “The Role of Judges in Traffic Safety: Different Role, Common Goal.” This was presented at the inaugural Traffic Safety Conference. This year was atypical from years past with the coronavirus pandemic. Many seminars or

training that would have been in person were moved to a virtual setting. The JOL peer-reviewed numerous publications and regularly published a column in the Indiana Court Times. In addition, the JOL partnered with the Indiana Prosecuting Attorney’s Council (IPAC) to conduct specialized DUI Court training that involved participation from law enforcement and prosecutors. In 2017, the Indiana Legislature passed a bill to allow ICJI to oversee standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward an NHTSA-preferred mandatory ignition interlock for Indiana. The JOL works with Judges throughout Indiana to educate on ignition interlock availability and effectiveness.

ROADSIDE IMPAIRED DRIVING ORAL FLUID FOR DRUG DRIVING (RID-DD)

Project number: M6OT-2021-24-00-00

Funding Source: 405d Funds

PMT’s: C-1, C-3, C-5, 13, 14, 16

The TSD deployed the use of oral fluid testing instruments at sobriety checkpoints and in Indiana counties demonstrate an imbalance of breath test administration for alcohol to submission of blood for drug analysis, or a high incidence of submissions for drug analysis. Collecting oral fluid from a driver on the roadside can be easy, quick, and non-invasive. The closer a sample can be collected to the time the driver was operating a vehicle, helps to increase the accuracy of results. Funds from this program purchased an initial supply of eighty (80) testing instruments at the cost of less than the minimum equipment threshold value. They supplied testing collectors and cartridges for these instruments.

Units were deployed during multiple regional trainings beginning in November 2020. Officers from agencies who are trained in ARIDE are eligible to participate. 551 officers were trained during FY 2021. During FY 2021, agencies deployed a unit were required to send monthly data downloads to the program manager for data and program evaluation purposes. During FY 2021, 834 oral fluid tests were completed. Of the tests run, 470 or 56.35% have returned positive for one or more drugs.





LAW ENFORCEMENT PHLEBOTOMY PROGRAM

Project number: M6OT-2021-30-00-01

Funding Source: 405d Funds

PMT's: C-1, C-3, C-5, 13, 14, 16

In 2019, 40% of the vehicle operators involved in fatal crashes were tested for alcohol or drugs (FROM HSP). Indiana remains rural in many areas, with extended travel time to hospital facilities. Additionally, many of these rural areas are assisted by medical helicopter services that immediately transport vehicle operators across state lines, further restricting immediate testing.

The TSD conducted the initial rollout of the Law Enforcement Phlebotomy Program in collaboration with the Indiana State Department of Health, Indiana State Department of Toxicology, and Vincennes University. The Law Enforcement Phlebotomy Program provides Indiana officers training to collect blood samples from vehicle operators involved in fatal crashes and all crashes where impairment is suspected. Nineteen (19) officers have completed the course portion of the program, and four (4) officers have completed both the course and clinical portions, making four (4) officers across the state qualified to draw blood. This program allows officers to spend less time transporting individuals to and from hospitals, enabling them to return quicker to enforcement activities. This program also facilitates the ability of Indiana to test a more significant percentage of drivers involved in fatal collisions, increasing our access to timely, accurate data.

PAID MEDIA – NATIONAL HOLIDAY ENFORCEMENT CAMPAIGN

Project Number: FDL*PM-2021-38-00-00

Funding Source: 405d FLEX Funds

Linked PMTs: C-1-3, C-5, C-7, C-9-11, A-1-2, A-4

The holiday season is one of the deadliest times of the year for impaired-driving fatalities. To address this issue, the *2020 Holiday Enforcement Campaign* combined high visibility enforcement with local, state and national media exposure during the holiday travel season and end-of-year celebrations. The goal of the campaign was to reduce the number of impaired driving-related collisions, injuries and fatalities by raising awareness of high visibility enforcement and educating the public on the

dangers and consequences of driving impaired. Primarily, the campaign focused on reaching men aged 21 to 34 years old, who represented the largest demographic of individuals most likely to be involved in fatal alcohol- and drug-impaired driving crashes last year, according to data collected by the TSD. To reach our target audience, the division used a multi-channel, multi-platform paid media strategy consisting of a mix of digital, video and audio streaming advertising, based on recommendations from the NHTSA's media buy plan. Flights ran on a Wednesday-Sunday pattern (during high-risk times for impaired driving) and promoted the *Drive Sober or Get Pulled Over* and *If You Feel Different You Drive Different. Drive High Get a DUI.* messages.

Coinciding with the national buy, the campaign was conducted starting Wednesday, December 16, 2020 through Friday, January 1, 2021, and ran statewide with an emphasis placed in counties that had a higher propensity of fatal crashes involving impaired drivers: Allen, Brown, Clay, Clinton, Decatur, DeKalb, Floyd, Jackson, Jay, LaGrange, LaPorte, Marshall, Miami, Ohio, Porter, Putnam, Shelby, Steuben, Sullivan, Tippecanoe, Tipton, Wabash, Wayne.

In addition to paid media, ICJI also partnered with local law enforcement agencies and traffic safety stakeholders to promote the mobilization. The agency created a post- and pre-campaign news release, which was distributed by participating departments and picked up by most state media outlets. The division also promoted the campaign on social media.

CAMPAIGN PERFORMANCE OVERVIEW

Channel	Impressions	Clicks	CTR	ECPC	Delivered Spend
Display/CTV	4,358,145	4,645	0.107%	\$8.23	\$38,218.35
Pandora	611,146	2	0.0003%	\$3,055.73	\$6,111.46
YouTube	2,734,186	1,192	0.044%	\$13.78	\$16,428.39
Total	7,703,477	5,839	0.07%	\$10.41	\$60,758.20

PAID MEDIA – MARCH ENFORCEMENT CAMPAIGN

Project Number: FDL*PM-2021-38-00-00

Funding Source: 405d FLEX Funds

Linked PMTs: C-1-3, C-5, C-7, C-9-11, A-1-2, A-4

Indiana is known for its love of basketball, housing some of the nation's top collegiate athletic programs. Not to mention, unique to last year, Indiana exclusively hosted the entire NCAA tournament in the state. This, combined with St. Patrick's Day, made March one of the most anticipated times of the year, but also has the potential to be one of the most dangerous for Indiana roads.

To address this issue, Indiana's 2021 March Enforcement Campaign combined high visibility enforcement with local and state media exposure around St. Patrick's Day and March Madness. The goal of the campaign was to reduce the number of impaired driving-related collisions, injuries and fatalities by raising awareness of high visibility enforcement and educating the public on the dangers and consequences of driving impaired. Primarily, the campaign focused on reaching men aged 21 to 34 years old, who represented the largest demographic of individuals most likely to be involved in fatal alcohol- and drug-impaired driving crashes last year, according to data collected by the TSD.



To reach our target audience, the division used a multi-channel, multi-platform paid media strategy consisting of a mix of digital, video and audio advertising. Flights ran on a Wednesday-Sunday pattern (during high-risk times for impaired driving) with a higher concentration on game days and promoted the *Drive Sober or Get Pulled Over* message.

As part of the effort, the division was able to secure a partnership with Fox Sports 1250 AM Indianapolis for a 2021 NCAA Tournament in which *Drive Sober or Get Pulled Over* was the presenting sponsor. The division received promotional mentions leading up to the tournament as well as :60 spots in the Selection Sunday Show, each pre-game show (1x per game) and in-game (2x per game) during the tournament. While the tournament could be watched on CBS and various cable networks and streaming services, the tournament audio was

exclusive to Westwood One and would only be able to be heard on WNDE-AM or on the iHeart Media app in the Indianapolis market.

The campaign was conducted starting Wednesday, March 3, 2021, through Monday, April 5, 2021—the end of the NCAA tournament—and ran statewide with an emphasis placed in areas that are interested in college basketball and the NCAA tournament.

In addition to paid media, ICJI also partnered with local law enforcement agencies and traffic safety stakeholders to promote the mobilization. The agency created a post- and pre-campaign news release, which was distributed by participating departments and picked up by most state media outlets. The division also promoted the campaign on social media.

CAMPAIGN PERFORMANCE OVERVIEW

Medium	Spent	Imps Delivered	CPM
Audio (Terrestrial Radio – March Madness Sponsor)	\$7,029.80	40,000	\$175.75
Video (CTV and YouTube)	\$51,467.99	5,533,146	\$9.30
Digital (Display)	\$11,645.65	1,733,769	\$6.71
Total	\$70,143.44	7,306,915	\$9.60

ST. PATRICK'S DAY PERFORMANCE OVERVIEW

Channel	Spent	Imps Delivered	CPM	Clicks	CTR	ECPC
CTV	\$13,245.35	365,999	\$36.19	166	0.05%	\$79.79
YouTube	\$10,497.96	2,466,076	\$4.26	2,205	0.09%	\$4.76
Display	\$5,561.53	814,622	\$6.83	514	0.06%	\$10.82

MARCH MADNESS PERFORMANCE OVERVIEW

Channel	Spent	Imps Delivered	CPM	Clicks	CTR	ECPC
CTV	\$18,243.02	443,184	\$41.16	18	0.004%	\$1,013.50
YouTube	\$9,481.66	2,257,887	\$4.20	732	0.03%	\$12.95
Display	\$6,084.12	919,147	\$6.62	989	0.11%	\$6.15

PAID MEDIA – 2021 DRIVE SOBER OR GET PULLED OVER NATIONAL MOBILIZATION

Project Number: FDL*PM-2021-38-00-00

Funding Source: 405d FLEX Funds

Linked PMTs: C-1-3, C-5, C-7, C-9-11, A-1-2, A-4

The 2021 *Drive Sober or Get Pulled Over* national enforcement mobilization combined high visibility enforcement with local, state and national media exposure leading up to and during the Labor Day holiday. The goal of the campaign was to reduce the number of impaired driving-related collisions, injuries and fatalities on Indiana roads by raising awareness of high visibility enforcement as well as the risks and consequences associated with impaired driving. Primarily, the campaign focused on reaching men aged 21 to 34 years old, who represented the largest demographic of individuals most likely to be involved in fatal alcohol- and drug-impaired driving crashes last year, according to data collected by the Indiana Criminal Justice Institute Traffic Safety Division.

To reach our target audience, the division used a multi-channel, multi-platform paid media strategy consisting of a mix of digital, video,

audio streaming, and terrestrial radio advertising, based on recommendations from NHTSA's media buy plan. Flights ran on a Wednesday-Sunday pattern (during high-risk times for impaired driving) and promoted the *Drive Sober or Get Pulled Over*, *Ride Sober or Get Pulled Over* and *If You Feel Different You Drive Different. Drive High Get a DUI.* messages.

Coinciding with the national buy, the campaign was conducted starting Wednesday, August 18, 2021 through Monday, September 6, 2021, and ran statewide with an emphasis placed in counties that had a higher propensity of fatal crashes involving impaired drivers: Allen, Brown, Clay, Clinton, Decatur, DeKalb, Floyd, Jackson, Jay, LaGrange, LaPorte, Marshall, Miami, Ohio, Porter, Putnam, Shelby, Steuben, Sullivan, Tippecanoe, Tipton, Wabash, Wayne.

In addition to paid media, ICJI also partnered with local law enforcement agencies and traffic safety stakeholders to promote the blitz. The agency created a post- and pre-campaign news release, which was distributed by participating departments and picked up by most state media outlets, as well as social media content.

CAMPAIGN PERFORMANCE OVERVIEW

Medium	Spent	Imps Delivered	CPM
Terrestrial Radio	\$48,901.77	931,100	\$52.52
Streaming Audio (Pandora)	\$12,000.00	857,142	\$14.00
Video (CTV and YouTube)	\$52,195.07	5,625,746	\$9.28
Digital (Display)	\$25,953.78	4,623,352	\$5.61
Total	\$139,050.62	12,037,340	\$11.55

VIDEO PERFORMANCE | CONNECTED TV

Channel	Spent	IMPS Delivered	CPM	Clicks	CTR	ECPC
CTV	\$20,008.51	574,398	\$34.83	29	0.01%	\$689.95

VIDEO PERFORMANCE | YOUTUBE

Channel	Spent	IMPS Delivered	CPM	Clicks	CTR	ECPC
YouTube	\$32,186.56	5,051,348	\$6.37	1,888	0.04%	\$17.05

DIGITAL PERFORMANCE | YOUTUBE

Channel	Spent	IMPS Delivered	CPM	Clicks	CTR	ECPC
Display	\$25,953.78	4,623,352	\$5.61	3,925	0.08%	\$6.61

STREAMING AUDIO PERFORMANCE | PANDORA

Channel	Spent	IMPS Delivered	CPM
Pandora	\$12,000.00	857,142	\$14.00

AUDIO PERFORMANCE | TERRESTRIAL RADIO

Market	Budget	Spent	IMPS delivered	CPM
Evansville	\$4,710.70	\$4,710.70	63,800	\$73.82
Fort Wayne	\$6,624.90	\$6,624.90	209,600	\$31.61
Indianapolis	\$19,906.57	\$19,906.57	347,400	\$57.30
Lafayette	\$6,218.60	\$6,205.00	112,200	\$55.42
South Bend	\$6,703.10	\$6,703.10	117,100	\$57.31
Terre Haute	\$4,751.50	\$4,751.50	81,000	\$58.66
Total	\$48,915.37	\$48,901.77	931,100	\$52.52

ON-SITE EDUCATION AND OUTREACH (ALLIANCE)

Project Number: CP-2021-36-PM-00, FDLPEM-2021-36-PM-00

Funding Sources: 405d Funds; 402 Funds

Linked PMTs: C-1-C-11, B-1, A-1-A-5

ICJI partnered with Alliance Highway Safety to provide education and outreach to Indiana drivers with projects designed to engage those who are most vulnerable to highway fatalities and serious injuries. Enforcement, Engineering, Emergency Medical Services, and Education are commonly referred to as the E's of Highway Safety. The approach Alliance takes to highway safety includes two more "E's" (Engagement and Everyone). Alliance contributes to the educational and engagement components in a way that complements the efforts of enforcement, engineering and emergency services professionals, bringing everyone together.

Alliance provides engagement that is a critical component of a successful highway safety project. This engagement includes multiple levels from key stakeholders, potential industry partners, law enforcement and of course the driving public. The project selection was done with a review of the data taking into account the most dangerous locations on the road, seasons of the year, day of the week, time of the day, and the make-up of those individuals most frequently impacted.

The following are brief summaries of the projects Alliance administered on behalf of the TSD.

ENFORCEMENT BLITZ ACTIVATION

Alliance partnered with minor league sports teams to educate drivers and promote safe driving on a schedule to coincide with the enforcement mobilization “Operation Pull Over Blitz.” Alliance set up an interactive display designed to match with the enforcement message tying the enforcement and education components together. Attendees were engaged with an interactive element. Pledge cards and surveys were collected from fans and public information and education items were used to engage fans.



As a result of the ongoing pandemic the Enforcement Blitz activation was enhanced with an expanded partnership to deliver the highway safety message and recognize law enforcement with the Indy Fuel Minor League Hockey team. This partnership included activation and messaging at 14 Indy Fuel hockey games as well as a DRE Recognition event hosted by the Indy Fuel.



INDIANA FAIRS

Fairs are a unique and vibrant environment, bringing together all walks of life into one centralized location. The peak of the fair season coincides with the dangerous months of July and August for highway fatalities making it a perfect time and location to promote highway safety messages.

Alliance coordinated a project the Indiana State Fair and ten county fairs across the state. The fairs were selected based on their county composite ranking and total highway fatalities as well as the quality and timing of the fair. Over the course of 86 days of activation at the fairs Alliance was able to provide outreach to the more than 1 million people who attended these fairs.

At the fairs, an interactive display was set up that was designed and staffed by Alliance. Attendees of the fair were engaged with interactive elements such as an impairment simulation goggles. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness.



DRINKING & DRIVING DON'T MIX



ALTERNATIVE TRANSPORTATION

Project Numbers: FDL*CP-2021-20-00-00

Funding Sources: 405d Funds

Linked PMTs: C-1-C-11, B-1, A-1-A-5

Sober Ride Indiana is an alternative transportation project designed to educate drivers and pedestrians of the dangers of impaired driving and impaired walking while promoting and providing alternative way to find a safe ride home. Throughout the year, 4,947 rides were redeemed presumably keeping thousands of impaired drivers and pedestrians off the roads.

The project was administered during the key holidays and events that traditionally show an increase in incidents caused by impaired driving and walking. The dates included the holiday season in December through New Year's Day, during the Super Bowl, St. Patrick's Day, the NCAA tournaments which were hosted exclusively in Indiana in 2021, Cinco de Mayo, the Indianapolis 500, and the weekends of Memorial Day, Independence Day, and Labor Day. A website was created for the project to provide a reliable and consistent method for distributing ride codes near targeted holidays. Throughout the year the website received over 30,000 visitors.

The project was promoted in the bars and restaurants of the Indianapolis and Fort Wayne areas with high rates of incidents with marketing materials such as coasters, posters, table tents, and business cards with the project details for the servers to distribute to patrons needing a safe ride home. The materials were distributed to 75 establishments within those areas. Alliance set up interactive displays 34 times in popular bar and restaurant areas and other special events which occurred in the areas of emphasis throughout Indianapolis and Fort Wayne. The display will promote the project and educate people on the resources that are available to them. Surveys were collected and ride certificates distributed to the patrons of these establishments and the attendees of these events. The project was promoted with targeted posts and advertisement on social media. The message was delivered to adults in the areas of emphasis during the engagement period around the holiday and special events calendar. The social and digital media efforts to promote the Sober Ride Indiana project reach over 5 million impressions and created more than 50,000 engagements with clicks, likes, comments, and shares of the postings.



COLLEGE SPORTS TOUR

The NCAA Men's Basketball Tournament is a large annual event that typically takes place in dozens of locations across the country over the course of three weekends in late March and early April. As a result of the ongoing pandemic the NCAA moved the entire NCAA men's basketball tournaments to the state of Indiana.



To capitalize on this unique once in a lifetime opportunity, Alliance enhanced the College Sports Tour to center around the events and engagement opportunities of the NCAA tournaments. For each of the 24 days of the tournament Alliance set up an interactive display in a high traffic area of the tournament site to engage fans and promote safe driving behaviors. Fans were engaged with interactive elements such as an impairment simulation goggles. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness. Signage was placed throughout the areas hosting the tournaments and the Sober Ride Indiana ride share project was activated and promoted to be used by attendees and spectators of the games.

MINOR LEAGUE BASEBALL

The Minor League Baseball project promoted safe driving to fans attending Minor League Baseball venues throughout the state. The Minor League Baseball project promoted the safe driving message with interactive onsite fan

engagement, a safe driving themed between innings promotion, public address announcements, digital signage, and videoboard messaging for the two largest drawing venues, the Indianapolis Indians, and the Fort Wayne Tin Caps. The project reached over 500,000 fans in these two communities.

The interactive onsite display was designed to match the messaging of the current enforcement mobilization. Attendees were engaged with an interactive element, such as an impaired driving simulation or seat belt contests. Public information and educational items were distributed to engage fans while surveys and pledge cards were collected to measure the reach of the messaging and the impact on drivers' behaviors.



During the August enforcement mobilization, Alliance coordinated with the Indianapolis Indians to recognize Traffic Safety All-Stars" who achieved milestones in keeping impaired drivers off the road. The officers were recognized with a press event at the stadium in downtown Indianapolis recognizing the "Traffic Safety All-Stars" who exemplify a dedication to highway safety. The "Traffic Safety All-Stars" and the "Drive Sober or Get Pulled Over" message was promoted at the stadium throughout the rest of the season. The project energized the efforts of law enforcement and created earned media opportunities to promote the sober driving. Additional details are on the following page.

TRAFFIC SAFETY ALL-STARS

To kick off the 2021 Drive Sober or Get Pulled Over National Mobilization, the TSD rolled out the red carpet in August in recognition of the state’s 2021 Traffic Safety All-Stars. The division was proud to be joined by Indiana Governor Eric Holcomb and CJI Executive Director Devon McDonald, who presented 65 police officers with the award for working overtime in 2020 to save lives and put a stop to impaired driving.

To be named an all-star, the officer must have made at least 20 OWI arrests and participated in one of the national enforcement campaigns in 2020. The recipients were nominated by their departments as some of the top officers for OWI enforcement. In addition to the 65 officers, three individuals received the Leadership Award for aiding in the fight against impaired driving: Indianapolis Metropolitan Police Department Detective Tim Abrams, Madison County Deputy Prosecutor Pete Beyel and Speedway Police Department Sergeant Mark Morgan.

In total, the officers recognized made 3,163 OWI arrests across Indiana in 2020.





MOTORCYCLE SAFETY

MOTORCYCLE

The motorcycle program is designed to reduce motorcycle traffic crashes and fatalities. The program also serves to educate riders of training opportunities on how to improve their riding skills, become properly licensed, and the importance of protective gear. The Bureau of Motor Vehicles is the lead agency in Indiana for motorcycle education with RSI: Ride Safe Indiana. The TSD collaborates with BMV regularly to enhance the effectiveness of both programs.

In FY 2021, Indiana failed in meeting its performance target of 106 motorcycle fatalities. There were an estimated 134 motorcycle fatalities during FY 2021, an increase of 21% from the FY 2020 total of 110 motorcycle fatalities. Indiana records motorcycle fatality data to include vehicles classified as Motorcycle, Moped, Motor-Driven Cycle Class A, and Motor-Driven Cycle Class B.

After reviewing motorcycle crash data, TSD found that unendorsed riders continued to be significantly represented in motorcycle crashes versus properly endorsed operators. In FY 2021, TSD worked with BMV and other partners to continue contacting all known unendorsed operators of registered motorcycles in Indiana with a strategically planned message. This message included information on the benefits of becoming a properly trained and endorsed motorcyclist and the consequences of failure to obtain the required endorsement.

Indiana law requires helmets to be worn by motorcyclists under 18 years old or anyone who only has a motorcycle learner's permit. In FY 2021, an estimated 50 of the 134 (37.3%) motorcycle or moped riders involved in fatal collisions were not wearing helmets. Motorcyclists in deadly collisions were identified as being at fault in 66.4% of the crashes, totaling 89 fatalities. The top three recorded primary causes for fatal motorcycle collision in FY 2021 were: failure to yield right of way (33), unsafe speed (21), and ran off-road right (20).



PLANNED PROJECTS

PROGRAM MANAGEMENT – MOTORCYCLE

Project Number: PM-2021-MC-40-00

Funding Source: 402 Funds

Linked PMTs: C-5, C-7, C-8, 15, 16

In FY 2021, the ICJI program manager coordinated and oversaw motorcycle safety initiatives using 402 funds for communication and educational programs. The program manager's responsibilities included monitoring subgrantee compliance with the motorcycle HVE project.

MOTORCYCLE HIGH VISIBILITY ENFORCEMENT

Project Number: MC-2021-49-00-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-3, C-5, C-7, C-8, 13, 14, 16

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. Local law enforcement agencies were encouraged to offer their proposals of conducting an HVE Motorcycle Project in their jurisdiction. Suggestions of where motorcycle HVE could be implemented included: poker runs, swap meets, bike nights, and various charity rides. In FY 2021, 13 law enforcement agencies were awarded motorcycle HVE funding. These agencies conducted 106 patrols totaling 399.5 hours of enforcement time. A total of 36 officers wrote 797 citations and warnings throughout the MH-HVE program.

MOTORCYCLE TRAINING UNENDORSED MC RIDER INITIATIVE

Project Number: M9MT-2021-48-00-00

Funding Source: 405f Funds

Linked PMTs: C-1-3, C-7, C-8, A-3

In collaboration with the Indiana Bureau of Motor Vehicles, the TSD created a marketing campaign to promote the importance of obtaining a valid motorcycle endorsement. The campaign consisted of two parts: email marketing and postcards. In FY 2021, emails were sent periodically to every registered motorcycle rider who opted in to receiving notifications from the BMV. With each iteration, 10,000 emails were sent, with an average open rate of 28.3%.



Get your motorcycle endorsement today!

As a motorcycle owner, did you know it is in violation of Indiana law to ride without the proper motorcycle endorsement? Riding without the correct learner's permit or endorsement can result in a fine up to \$500 and your motorcycle is subject to impound.

RIDE SAFE INDIANA

To obtain your endorsement, Ride Safe Indiana offers motorcycle safety courses for all skill levels within 50 miles of all Hoosiers.



Find a motorcycle safety course near you and learn how to obtain your motorcycle endorsement at [RideSafeIndiana.com](https://www.RideSafeIndiana.com).



Ride Safe Indiana is the State of Indiana's motorcycle safety program within the Bureau of Motor Vehicles.



INDIANA BUREAU OF MOTOR VEHICLES
100 N Senate Avenue,
Room N400,
Indianapolis, IN 46204






RIDE SAFE INDIANA

Riding without a motorcycle learner's permit or endorsement is in violation of Indiana law and can lead to a fine of up to \$500.

We want to ensure that all motorcyclists have the training and skills they need to safely navigate Indiana streets and highways.

Ride Safe Indiana offers motorcycle safety courses throughout the state for new riders to obtain their motorcycle endorsement. You may also pass a knowledge exam and motorcycle skills exam to obtain your motorcycle endorsement.




Any unendorsed rider who opted out of receiving emails from the BMV received a postcard, which explained the dangers and risks unendorsed riders face, the legal ramifications of riding without the proper licensure, and encouraged recipients to obtain their endorsement through an entry-level motorcycle safety course.

ON-SITE EDUCATION AND OUTREACH

Project Number: CP-2021-36-PM-00, FDLPEM-2021-36-PM-00

Funding Sources: 405d Funds; 402 Funds

Linked PMTs: C-1-C-11, B-1, A-1-A-5

Alliance organized and activated a project designed to promote the highway safety message at (20) motorsports venues throughout Indiana. Motorsports fans tend to be a young male demographic that is a thrill-seeking group prone to self-destructive behaviors. Alliance promoted the highway safety message at the regional motorsports venues with premium in-venue signs and announcements read over the public address system in each venue for the events during the season. The venues were selected based on a combination of factors including highway fatalities and fatality rates in the counties we located as well as the overall attendance at those venues.

Alliance set up an interactive tent display at an event in each of the 20 venues that was staffed by Alliance. Attendees at the races were engaged with interactive elements such as an impairment simulation goggles. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness.





MOTORCYCLE SAFETY PROJECT

Alliance organized and activated a project designed to promote the highway safety message at motorcycle rallies and motorcycle dealerships throughout Indiana. Alliance cross reference the most well attended rides with areas most impacted by motorcycle fatalities and fatalities rates to select 7 motorcycle rallies to attend. Alliance set up an interactive display featuring and attention-grabbing giant inflatable motorcycle. Attendees at the rides were engaged with interactive elements. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness.

Alliance produced and distributed signs and promotional materials to 50 motorcycle dealerships throughout the state for them to share with their customers to help spread the message throughout the community. The project promoted the safe and sober riding as well as a “Look Twice Save a Life” message to facility a working relationship with the motorcycle community.





CHILD PASSENGER SAFETY

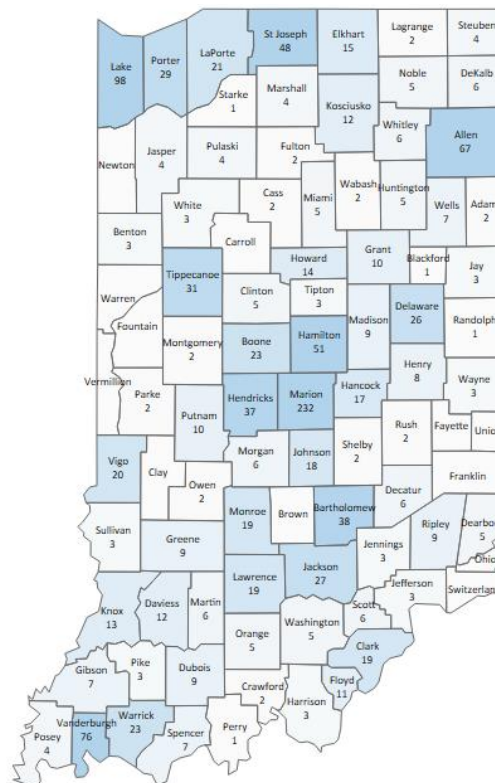
CHILD PASSENGER SAFETY

Indiana law requires children under eight to be appropriately restrained in a child safety seat compliant with FMVS 213. There were 31 children under the age of eight killed in traffic crashes. Of those, seven were reported as unrestrained. Four children under eight, who were restrained using child safety seats, were fatally injured. However, it is undetermined whether or not these children were properly restrained.

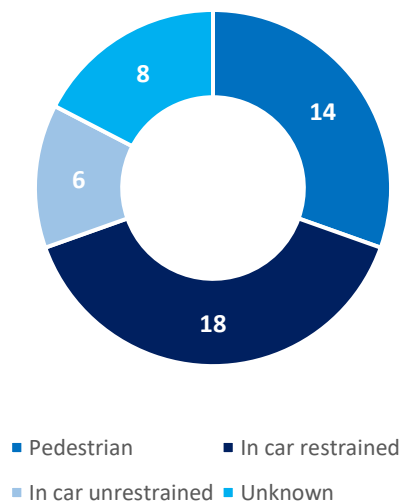
46 children aged 15 and under were killed in traffic crashes in FY 2021, increasing to 32 in FY 2020. Of these fatalities, 32 were occupants of motor vehicles, 14 were either pedestrians or bicycle operators. For all collisions involving the death of children aged 15 and under, impaired driving was a potential factor for four crashes, and all four drivers tested negative for drugs and alcohol. None are still pending toxicology completion.

ICJI collaborates with law enforcement agencies and the Automotive Safety Program (ASP) to reduce child fatalities and incapacitating injuries. The TSD will continue to deploy countermeasures and evidence-based techniques, with continuous follow-up and adjustments to reduce these fatalities.

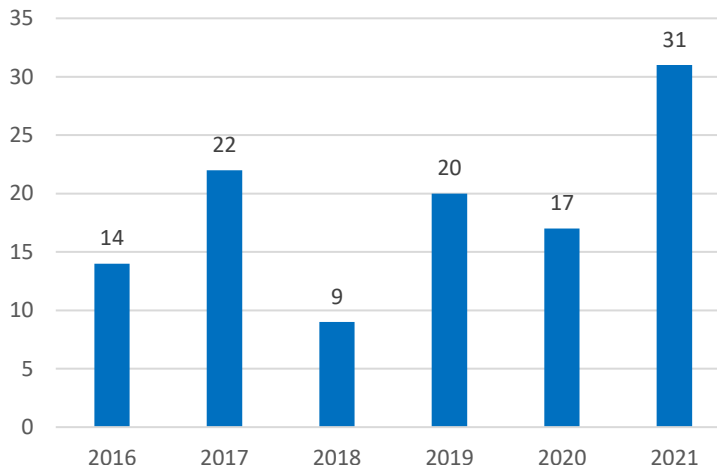
CPS TECHNICIANS PER COUNTY



CHILDREN 15 AND UNDER
KILLED IN TRAFFIC COLLISIONS



CHILDREN 8 AND UNDER
KILLED IN TRAFFIC COLLISIONS



Source: Indiana State Police Crash Data

PLANNED PROJECTS

PROGRAM MANAGEMENT – CHILD PASSENGER SAFETY

Project Number: M1*OP-2021-02-PM-00

Funding Source: 405b Funds

Linked PMTs: C-1, C-2, C-3, 13, 14, 17

In FY 2021, the Child Passenger Safety Program Manager coordinated and provided oversight for child passenger safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, promoting education, monitoring enforcement of child passenger laws, and oversight of Indiana's child restraint distribution program. Funding was provided through 402 funds paid for the program manager's salary, benefits, and travel costs to conferences and training.

CHILD PASSENGER AND PEDESTRIAN SAFETY TRAINING PROGRAM

Project Number: M1X-2021-05-CS-00, M1X-2021-06-CS-00

Funding Source: 405b Funds

Linked PMTs: C-1, C-2, C-3, C-4, 13, 14, 17

During FY 2021, ICJI supported the Automotive Safety Program (ASP) at the Indiana University School of Medicine, which sought to reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of ASP at inception was to design and promote traffic safety initiatives for children in Indiana. ASP provided statewide public information and education programs to increase the correct use

of child restraints. ASP funded 36 child safety seat clinics throughout the state and held child safety-seat inspections at ASP, which led to 736 inspections and 472 (64%) seats distributed to families in need.

In FY 2021, ASP utilized the National Child Passenger Safety Curriculum to conduct 22 Child Passenger Safety Technician (CPST) certification classes throughout Indiana. These classes were held in the following counties: Allen, Clark, Greene, Hamilton, Hancock, Hendricks, Jackson, Marion, Orange, Porter, Tippecanoe, Vanderburgh, and Washington. By conducting these classes, ASP added 198 new technicians, 21 law enforcement officers. At the end of FY 2021, there were 1,269 child passenger safety technicians and instructors in Indiana, an overall decrease of 19.4% from FY 2021. Due to COVID-19 restrictions in Indiana, several certification classes and clinics were canceled in the late fall and early spring. COVID-19 resulted in fewer new technicians being trained and many technicians not recertifying. Additionally, ASP stepped back from sending monthly reminders to technicians regarding recertification, as this responsibility is part of the six Child Passenger Safety Specialists located regionally across Indiana.

ASP continued outreach to minority populations to educate families on child passenger safety, focusing primarily on the increasing Hispanic population. Funding was provided explicitly for a part-time Latino Project Manager during FY 2021.



AUTOMOTIVE SAFETY PROGRAM ACTIVITY

Year	Courses	New Technicians	New Law Enforcement Technicians	Total Technicians	Clinics	Inspected Car Seats	Car Seats Deemed Defective
2016	21	256	33	876	89	4,598	2,208
2017	24	305	18	1,106	49	1,910	1,333
2018	31	364	20	1,513	66	1,513	957
2019	31	281	22	1,364	48	961	655
2020	24	207	12	1,574	29	528	366
2021	22	198	21	1,269	36	736	472

CHILD RESTRAINT SYSTEM INSPECTION STATION(S)

Project number: CR-2021-04-CS-00, M1CSS-2021-03-CS-00

Funding Sources: 405b funds; 402 Funds

Linked PMTs: C-1, C-2, C-3, 13, 14, 17

Funds were utilized to fund the necessary Child Restraints for a network of permanent fitting stations (PFS) across the state. PFS minimally each have a certified child passenger safety technician available for education, providing car seats (when appropriate) and advocating for child occupant protection. There are more than 120 PFS's throughout Indiana in 63 counties. TSD provided funding to PFSs to distribute child restraints at special events and one-day clinics. Inspection stations offer parents and other caregivers "hands-on" education and assistance with learning the proper installation and use of child restraints.

The inspection stations educate parents and support a network of coalitions and chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety.

ICJI utilizes the NSC Child Safety Seat Check-up Form as a mandatory item for every inspection to track activity and data effectively. This technology allows the TSD staff to access check-up forms more readily and analyze them more accurately. ICJI provides electronic data tablets, input devices, and secure storage protectors for each device to every fitting station to facilitate data collection.

This program contributes to child passenger safety by providing the TSD with accurate data on the use, distribution, and inspection of child restraints in Indiana. ICJI has purchased iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. This project additionally funds the purchase of child restraint seats to be distributed by a technician through the Child Passenger Safety Specialists using the PFS Network across Indiana. In FY 2021, ICJI funded 78 child passenger safety inspection stations throughout the state. Those 78 inspection stations completed 5,444 child restraint inspections and distributed 2,623 child restraints.

CHILD PASSENGER SAFETY SPECIALISTS (CPSS'S)

Project number: M1*CP-2021-35-CS-00

Funding Source: 405b Funds

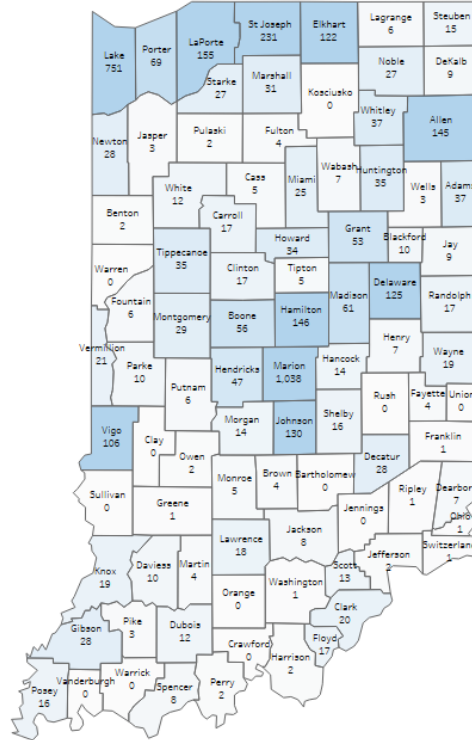
Linked PMTs: C-1, C-2, C-3, C-4, 13, 14, 17

This project allows for funding for contracting of six part-time Child Passenger Safety Specialists (CPSS's). The CPSS's are charged with the responsibility to increase the number of fitting stations within their assigned region and facilitate CPST retention by completing the necessary seat checks, community events, and sourcing continuing education credits. CPSS's are additionally responsible for conducting annual site visits with each fitting station to ensure accurate reporting of inspections, stock rotation, and availability of technicians for inspections. Contracts allow for personnel costs, travel costs for training and CPS-specific conferences, and travel to fitting station sites only. According to best practice, the primary program area goal is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt.

ICJI returned direct responsibility as administering agency for Project L.O.V.E. (Law Officer Voucher and Enforcement) to ICJI in FY 2018. This program was designed specifically for law enforcement to educate families on the proper use and installation of child restraints during traffic stops.

This initiative was moved to the eCWS system in September 2014, allowing vouchers to be automatically printed with the citation for children traveling without adequately installed child restraints. In FY 2021, 5,987 Love Vouchers were issued through eCWS, increasing 3,884 LOVE vouchers from the previous year. Law enforcement officers were also offered paper vouchers, which they could distribute at the scene of a crash if their agency were not using eCWS. The map above shows the county where Project Love Vouchers were issued.

NUMBER OF PROJECT LOVE VOUCHERS ISSUED



EARNED MEDIA – CHILD PASSENGER SAFETY WEEK

During Child Passenger Safety Week, the TSD sent out a news release to encourage parents and caregivers to learn about the importance of child safety seats and to take advantage of the state’s free resources and inspection services. All week long, Indiana’s car seat safety technicians were hosting free car seat clinics across the state. There, parents and caregivers were able to have their car seats inspected, receive instruction on proper installation and get their car seats installed. They were also able to learn how to properly harness a child in the seat and check the seat for recalls. The news release garnered considerable attention and coincided with the direct marketing efforts of Alliance Highway Safety.



CHILD SAFETY ADVOCATE AWARDS

In July, the TSD and the Automotive Safety Program presented eight child passenger safety technicians with the Child Safety Advocate Award for their extraordinary efforts in preventing injury and death among children in Indiana. The winners were selected by region and recognized during a virtual ceremony.

Indiana has a vast network of child passenger safety technicians, who are dedicated to educating parents and caregivers on matters related to child seat safety, such as finding the right car seat and proper installation. Now in its 25th year, the Child Safety Advocate awards program was created to recognize those going above and beyond in Indiana to prevent unintentional motor vehicle fatalities.





FY 2021

Indiana Criminal Justice Institute

YOUNG DRIVERS

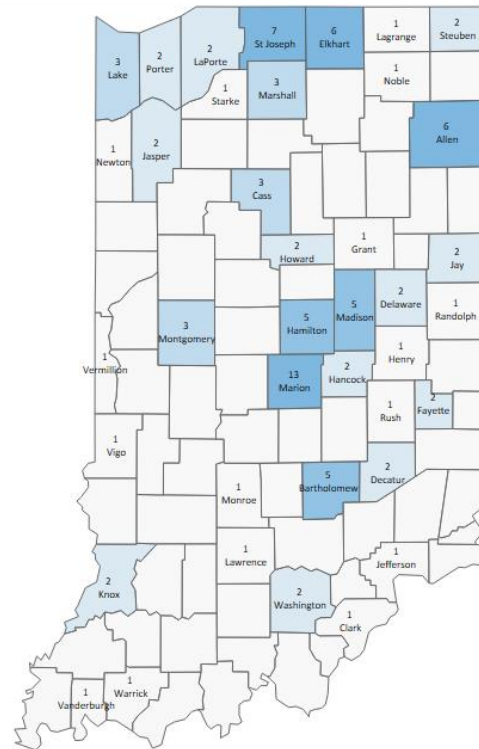
YOUNG DRIVER

The goal of the Young Driver Program was to reduce the number of fatal crashes among this age group.

In FY 2021, 119 young drivers were involved in fatal crashes, which is less than the target of 96. Of the 119 young drivers, 21 were below the age of 18, and 76 were between 18 and 20. Of the young drivers, 87 were listed as “at fault,” meaning they were listed as the first vehicle in the collision report. Impaired driving was a potential factor in 75 collisions.

In addition, 21 had positive test results for either alcohol or drugs, 25 had negative tests, and 2 are still pending toxicology completion.

DRIVERS 20 & UNDER INVOLVED IN FATAL COLLISIONS



PLANNED PROJECTS

PROGRAM MANAGEMENT – YOUNG DRIVERS

Project Number: M1X-2021-02-PM-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, 13, 14, 17

The program manager is a shared-time position, and funds were used to oversee the ASP, Excise Police, Indiana SADD, pedestrian, bicyclist, and teen driver programs in FY 2021. This included responsibility for two Rule the Road events (402 funds).

STUDENTS AGAINST DESTRUCTIVE DECISIONS – TEEN TRAFFIC SAFETY

Project Number: M1*TSP-2021-15-00-01

Funding Source: 405b Funds

Linked PMTs: C-1, C-4, C-5, C-9

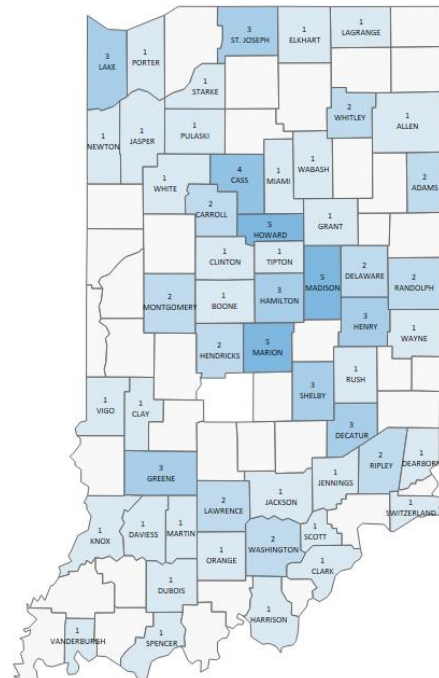
SADD’s mission is to provide students with the best prevention tools possible to confront the issues of underage drinking, drug use, risky and impaired driving, and other destructive decisions. Starting with 80 in 2000, Indiana SADD continues to expand the number of chapters in high schools and currently has 91 registered chapters in schools across Indiana, increasing three (3) from the previous year.

SADD Chapters	
2015	255
2016	266
2017	261
2018	241
2019	88
2020	91
2021	94

Due to the COVID-19 pandemic, the annual end-of-year event typically held in April and the fall kick-off event typically held in September were canceled. SADD was still able to have a successful year, connecting with 170 schools and reporting 17 community events. Several events, including peer-to-peer training programs, were modified to a virtual format to be accessible to all.

The SADD newsletter was expanded to include more information and encourage virtual participation through social media. The e-newsletter was sent to 575 subscribers, while the print edition was sent to 500 high schools and community partners. SADD worked with a small group of teens throughout the state who made up the Student Leadership Council and helped promote the SADD message.

In addition, Indiana SADD continues to partner with many organizations outside of ICJI to promote its message to teens statewide.





ON-SITE EDUCATION AND OUTREACH (ALLIANCE)

Project Numbers: CP-2021-36-PM-00, FDLPEM-2021-36-PM-00

Funding Sources: 405d Funds; 402 Funds

Linked PMTs: C-1-C-11, B-1, A-1-A-5

HIGH SCHOOL STATE TOURNAMENTS

Alliance partnered with the Indiana High School Athletic Association (IHSAA) to promote highway safety at the High School State Tournaments. As a result of the ongoing pandemic, the High School State Tournament project was enhanced with highway safety spots run during the webcast of the high school sports broadcasts throughout the sports season. Many high schools invested their broadcast capabilities due to the demand create by the pandemic. Fans who were unable to attend the games still wanted to watch the games. The Indiana High School Athletic Association (IHSAA) offered their platform to the affiliate schools to have a uniform, trustworthy, and

affordable format for them to use. Through the partnership with IHSAA forged by Alliance Highway Safety the campaign message was able to be delivered to high school sports fans throughout the state. Rather than the onsite engagement and in venue signage at the championship events Alliance was able to identify affiliates located in focus counties and get the message delivered during the broadcast of hundreds of high school sports contests throughout the season.

The campaign logo with link was displayed on the IHSAA.org homepage within a rotating graphic. The campaign message was included a full-page color advertisement in the souvenir programs for state championship events. The campaign message was included in static and digital signage at the tournament venues and announcements were read over the public address system at the championship events.





FY 2021

Indiana Criminal Justice Institute

PEDESTRIAN/BICYCLISTS

PEDESTRIAN SAFETY

In FY 2021, Indiana failed to meet its performance target of less than 93 pedestrian fatalities. There were 117 pedestrian fatalities, an increase of 23% from FY 2020. 14 bicyclist and other cyclist fatalities in FY 2021 decreased from 15 in FY 2020 but above the 2021 target of 13 deaths.

PLANNED PROJECTS

PEDESTRIAN AND BICYCLE FATALITY PREVENTION PROGRAM

Project Number: FDL*PS -2021-10-00-00

Funding Source: 405d Low (FLEX) Funds

Linked PMTs: C-1, C-3, C-10, C-11, 13, 14

In FY 2021, ICJI funded 22 pedestrian and bicycle safety programs, 16 law enforcement agencies. These 16 law enforcement agencies conducted high visibility patrols throughout their communities' educating pedestrians, bicyclists, and motorists on properly sharing the road. In addition to HVE activities, the Hammond Police Department reopened a safety village for children and parents to receive information on traffic laws. In FY 2021, law enforcement grantees will report into the OPO Database to log specific enforcement efforts in addition to the community education efforts. During FY 2021, 250 officers logged 789 patrols, totaling 3,246 hours and 675 citations and warnings.



STOP ARM VIOLATION ENFORCEMENT (S.A.V.E) PROGRAM

Project Number: PS-2021-09-00-00

Funding Source: 402 Funds

Linked PMTs: C-1:C-3, C-9:C-11, 13, 14, 17

The SAVE Project was added to the FY 2019 HSP as a dedicated, objective-specific, and measurable program focused on pedestrian safety during school bus loading and unloading and continued through FY 2021. The SAVE Project has a specific objective to utilize HVE in areas where school bus stop arm violations are

reported. Through a collaborative partnership between school corporations, school resource officers, and school bus drivers to create dialogue that identifies regions. Enforcement activity for this project will be reported separately from all other traffic safety programs, encapsulating program activity within this project to evaluate the program footprint, community impact, and future sustainment in subsequent HSP's. Project participants were required to complete one media outreach item following each mobilization period.

The project provided a specific mobilization period during FY 2021 of March-May and August- September. As a result of school closures due to COVID-19, no enforcement activities were carried out during the spring months, but activity resumed in August at the beginning of the school year.

The mobilization period encompassed calendar periods where students return to school following the extended periods of absence of school bus transportation from public roadways for scheduled student breaks. Administrative time for law enforcement was permissible as an allowable cost to allow for pre-mobilization coordination with school corporations and to conduct training with these partners on techniques for drivers on how to limit violation and incident opportunities. This pre-mobilization training will create additional earned media opportunities at the local level.

In addition, 2,064 patrols were conducted during the mobilization totaling 5,556.25 hours worked by 415 officers. The Indiana Department of Education (DOE) annually completes a statewide one-day survey to collect the number of stop-arm violations reported in one single day. This number revolves near 2,000 violations daily for the last several years. This pre-enforcement data point gives the ability to collaborate with the DOE to evaluate the effectiveness of this program. The assessment is typically conducted in April, but no assessment was completed in 2020 due to statewide school closures.

CITATIONS DURING SAVE GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2021

Citations	Total 2021
Stop Arm Violations	288
Seat Belt	96
Child Restraint	6
Misdemeanor DUI	2
Felony DUI	1
Automatic Signal Violation	30
Suspended License	126
Speed	470
Criminal Misdemeanor	9
Criminal Felony	2
All Others	423
Total Citations	1453
Warnings Issued	1166
Grand Total	2619

Source: OPO database: SAVE





FY 2021

Indiana Criminal Justice Institute

POLICE TRAFFIC SERVICES

POLICE TRAFFIC SERVICES

Police traffic services focus on sustained aggressive traffic enforcement using a broad range of countermeasures to reduce fatalities. ISP overtime enforcement projects conducted throughout the state support local law enforcement efforts to reduce crashes on Indiana roadways.

PLANNED PROJECTS

STATEWIDE TRAINING

Project Number: M1*PT-2021-16-00-00

Funding Source: 405b Funds

Linked PMTs: C-1:C-3, C-10, C-11

In FY 2021, the TSD conducted virtual seminars in the spring of 2021. The purpose was to hear information from the local partners and integrate that information into the FY 2022 HSP. During the first quarter and last quarter of FY 2021 TSD staff sought input from subgrantees regarding the types of training they deem necessary to implement better occupant protection enforcement, drug and alcohol recognition, and testing, child passenger safety, and legal traffic stops. Expectations of the subgrantees during the fiscal year were also reiterated, and funding was paid for training materials.

PLANNING AND ADMINISTRATION

Project Number: PA-2021-01-PA-01

Funding Source: 402 Funds

Linked PMTs: C-1:C-3, C-10, C-11

The planning and administration project funds the overall operations of the traffic safety area. Operational areas include the salary and benefits for the traffic safety director and staff and a research associate. The ICJI executive director, deputy director, and legal team will

also bill hours for 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 training related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

LAW ENFORCEMENT LIAISON PROGRAM (LEL)

Project Number: CP-2021-34-00-00

Funding Source: 402 Funds

Linked PMTs: C-1, C-3, C-4, C-5, 13, 14, 16

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. ICJI participated in the two national mobilization campaigns (Click It or Ticket and Drive Sober or Get Pulled Over). The TSD also conducts statewide mobilizations near St. Patrick's Day as a Dangerous Driving Campaign. Active law enforcement participation is imperative to these federally required programs. A proven method of increasing law enforcement participation is utilizing Law Enforcement Liaisons (LELs). LELs contribute to safe communities' traffic safety programs and are geographically located throughout Indiana. They are the avenue through which TSD overtime enforcement programs to law

enforcement subgrantees are mentored and monitored. The LELs monitor program activities and ensure accurate and timely reporting of all law enforcement subgrantees. They contribute to the TSD decision-making process and provide valuable input and feedback regarding TSD's evidence-based traffic safety enforcement plan. LELs were responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies.

The LELs are the first-line compliance monitors for traffic safety grants management. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their designated agencies coordinate media events during blitz

periods and distribute media kits to promote traffic safety messaging.

MOVING RADAR EQUIPMENT PROJECT

Project Number: SE-2021-12-00-00

Funding Source: 402 Funds

Linked PMTs: C-1:C-3, C-10, C-11

In FY 2021, to address speeding as a leading contributing factor to traffic fatalities, the TSD continued the distribution of LIDAR speed timing devices, with an additional 62 devices distributed to local agencies totaling \$130,000 worth of equipment. Agencies for eligibility were required to be minimally in the second year of an OPO Traffic Safety Grant, where speeding was a specific target area for improvement. No other radars were purchased during FY 2021.



PROJECTS NOT IMPLEMENTED

PAID ADVERTISING GENERAL TRAFFIC SAFETY

Project Number: PM-2021-37-00-00

Funding Source: 402 Funds

Linked PMTs: C-1-7, C-9, B-1, A-1-2, A-5, CPS-1

Due staffing and time constraints, the TSD focused its paid media efforts around state and national enforcement mobilizations using assets created by NHTSA. As a result, the division was unable to build the following marketing campaigns, as outlined in the FY 2021 HSP.

- » 402 CP21-08: Stop Arm Violation Enforcement Program Media Campaign
- » 405E CP21-09: Distracted Driving Campaign Development
- » 402 CP21-10: Pedestrian/Bicyclists Campaign Development Pedestrian Safety

IGNITION INTERLOCK

Project Number: 164AL-2021-25-00-00

Funding Source: 164AL Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, and 16

In 2017, the Indiana legislature passed a bill to allow ICJI to oversee the establishment of standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward an NHTSA-preferred mandatory ignition interlock for Indiana, and Indiana recently established standards for inspecting and monitoring ignition interlock service centers and technicians. As now mandated by state statute, CJJ has the following responsibilities concerning ignition interlock:

- » Establishing standards for service centers and inspections.
- » Setting 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 centers 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 supports the program manager's salary, benefits, and travel costs related to impaired driving-related conferences and training seminars. To see the Indiana ignition interlock map, visit www.in.gov/cji/2354.htm.

This program remains part of the annual HSP to provide funding to courts to support ignition interlock when adjudicating offenders and management of the interlock program as necessary. The Impaired Driving Program Manager absorbed program management costs in FY 2021.

DWI COURT TRAINING

Project Number: FDLCS-2021-33-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, and 16

The DWI Courts project was not implemented in FY 2021. During ICJI's presentation at the Annual Judicial College through a partnership with the JOL, no other courts expressed interest or requested an opportunity for training.

During FY 2021, the JOL provided continuing legal education seminars for lawyers involved in impaired driving cases for the Indiana Continuing Legal Education Forum. Three main topics were presented: (1) NHTSA's push for Specialized DUI Courts, (2) NHTSA's push for Ignition Interlock, and (3) the impact, issues, and concerns regarding the science of convictions on impaired driving involving marijuana.

In addition, the JOL partnered with the Indiana Prosecuting Attorney's Council (IPAC) to conduct specialized DUI Court training that involved participation from law enforcement and prosecutors. In 2017, the Indiana legislature passed a bill to allow ICJI to oversee standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward an NHTSA-preferred mandatory ignition interlock for Indiana. The JOL works with Judges throughout Indiana to educate on ignition interlock availability and effectiveness.

This project remains a part of the annual HSP to provide training as determined necessary to support DWI Problem Solving Courts.

Project	Description	Approved Plan Amount	Expended Funds	Unexpended Balance
164 Transfer Funds				
164AL-2021-19-00-01	Reduced Access to Impairing Liquors	\$280,000.00	\$128,794.92	\$151,205.08
164AL-2021-21-00-00	DUI Taskforce (DUIEP)	\$1,500,000.00	\$941,905.35	\$558,094.65
164AL-2021-22-00-00	Portable Breath Test Equipment	\$125,000.00	\$125,000.00	\$0.00
164AL-2021-23-00-00	Summer Impaired Driving Enforc Project	\$400,000.00	\$32,418.96	\$367,581.04
164AL-2021-25-00-00	Ignition Interlock Management	\$170,000.00	\$1,062.31	\$168,937.69
FAST Act NHTSA 402				
PA-2021-01-PA-01	Planning & Administration	\$505,000.00	\$221,783.88	\$283,216.12
MC-2021-MC-40-00	Program Management Motorcycles	\$20,000.00	\$0.00	\$20,000.00
OP-2021-08-00-00	Click it to Live it (CITLI)	\$2,800,000.00	\$2,241,003.60	\$558,996.40
OP-2021-13-00-00	Indiana State Police (CARES & STEP)	\$600,000.00	\$516,956.85	\$83,043.15
PS-2021-09-00-00	Stop Arm Violation Enforcement (SAVE)	\$250,000.00	\$243,569.51	\$6,430.49
PT-2021-07-PT-00	Occupant Protection Program Management	\$80,000.00	\$18,746.12	\$61,253.88
TR-2021-41-00-00	Traffic Records Analysis (IU-PPI)	\$250,000.00	\$201,066.48	\$48,933.52
CP-2021-34-00-00	LEL Program	\$495,000.00	\$431,466.24	\$63,533.76
CP-2021-36-PM-00	On-Site Education and Outreach (Alliance	\$495,000.00	\$437,125.00	\$57,875.00
RS-2021-14-00-00	Crash Mapping Secondary Crash Reduction	\$450,000.00	\$374,698.58	\$75,301.42
SE-2021-12-00-00	Moving Radar**	\$250,000.00	\$132,217.00	\$117,783.00
CR-2021-04-CS-00	Child Safety Seat Distribution (CRDG)	\$40,000.00	\$0.00	\$40,000.00
PM-2021-37-00-00	Paid Advertising General Traffic Safety	\$300,000.00	\$92,228.57	\$207,771.43
FAST Act 1906 Prohibit Racial Profiling				
F1906CMD-2021-47-00-00	Supreme Court Demographic Data Improvement	\$51,073.40	\$51,073.40	\$0.00
FAST Act 405b OP High				
M1CSS-2021-03-CS-00	Child Safety Seat Distribution (CRDG)	\$35,000.00	\$0.00	\$35,000.00
M1X-2021-05-CS-00	Child Passenger Safety Training Program	\$365,000.00	\$322,618.09	\$42,381.91
M1X-2021-06-CS-00	Child Passenger Safety Training Program	\$35,000.00	\$0.00	\$35,000.00
M1*OP-2021-02-PM-00	Program Management	\$80,000	\$6,062.13	\$73,937.87
M1*OP-2021-11-00-00	Operation Belt Up (OBU)	\$80,000.00	\$18,982.05	\$61,017.95
M1*PT-2021-16-00-00	Statewide Training	\$35,000.00	\$0.00	\$35,000.00
M1*TR-2021-42-00-00	**Purdue Center for Road Safety (CRS)	\$192,000.00	\$190,202.65	\$1,797.35
M1*CP-2021-35-CS-00	CPS Regional Specialists	\$150,000.00	\$97,721.88	\$52,278.12
M1*TSP-2021-15-00-01	SADD	\$150,000.00	\$0.00	\$150,000.00
FAST Act 405c Data Program				
M3DA-2021-39-00-00	Program Management Records	\$60,000.00	\$7,026.17	\$52,973.83
M3DA-2021-44-00-00	Supreme Court Driver and Vehicle Data In	\$700,001.60	\$697,799.25	\$2,202.35
M3DA-2021-46-00-00	ISDH - Trauma Database Dashboard	\$605,000.00	\$136,833.84	\$468,166.16
FAST Act 405d Impaired Driving Low				
M6OT-2021-24-00-00	Roadside Impaired Driving Oral Fluid for	\$485,000.00	\$482,558.58	\$2,441.42
M6OT-2021-27-00-00	Dept of Toxicology Backlog Reduction	\$675,000.00	\$593,511.09	\$81,488.91
M6OT-2021-30-00-01	'Law Enforcement Phlebotomy Program	\$170,000.00	\$84,587.53	\$85,412.47
M6X-2021-26-00-00	Indiana State Police (Impaired Driver)	\$450,000.00	\$405,519.75	\$44,480.25
FDLIDC-2021-18-PM-00	Impaired Driving Program Management	\$80,000.00	\$17,706.05	\$62,293.95
FDLCS-2021-33-00-00	DWI Court Training	\$65,000.00	\$0.00	\$65,000.00
FDLPEM-2021-36-PM-00	On-Site Education and Outreach (Alliance	\$500,000.00	\$259,125.00	\$240,875.00
FDLDATR-2021-28-00-00	SFST/DRE	\$550,000.00	\$347,254.44	\$202,745.56
FDLDATR-2021-32-00-00	Judicial Outreach Liaison	\$70,000.00	\$43,200.00	\$26,800.00
FDL*PS-2021-10-00-00	**Pedestrian/Bicycle Education and Enforcement	\$300,000.00	\$177,258.08	\$122,741.92
FDL*PT-2021-31-00-00	**Traffic Safety Resource Prosecutor	\$430,000.00	\$285,847.15	\$144,152.85
FDL*TR-2021-43-00-00	TRCC Process Improvement Program (PIP)	\$80,000.00	\$8,146.78	\$71,853.22
FDL*CP-2021-20-00-00	Alternative Transportation	\$300,000.00	\$300,000.00	\$0.00
FDL*PM-2021-38-00-00	**Paid Advertising 405D (FLEX)	\$400,000.00	\$383,826.28	\$16,173.72
FAST Act 405f Motorcycle Programs				
M9MT-2021-48-00-00	Motorcycle Training Unendorsed MC Rider	\$120,000	\$0.00	\$120,000



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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VIA ELECTRONIC COMMUNICATION

February 17, 2022

Devon McDonald, Executive Director
Indiana Criminal Justice Institute
402 West Washington Street, Room W469
Indianapolis, IN 46204

Dear Executive Director McDonald,

Thank you for submitting the Indiana Annual Highway Safety Report for Federal Fiscal Year (FY) 2021 as required in 23 CFR 1300.35. This report is complete and accepted in fulfillment of the annual highway safety program requirements.

In FY 2021, NHTSA offered waivers and postponements regarding Maintenance of Effort and Local Benefit/Share to Local. These waivers expired at the end of FY 2021 and are not currently available for use in FY 2022.

We commend the Indiana Criminal Justice Institute Traffic Safety Division (ICJI TSD) for the accomplishments during the FY 2021 program year. Indiana continues to be a national leader with their high entry rate of submissions into the National Digital Check Form. The implementation of the Roadside Impaired Driving Oral Fluid for Drug Driving project deployed the use of oral fluid testing instruments to determine drug impairment. From the tests conducted, about 56% were positive for more than one drug. The Sober Ride Indiana Alternative Transportation Project provided nearly 5,000 rides to prevent impaired driving during holidays and other events affiliated with high incidences of impaired driving crashes.

We also recognize that there have been considerable challenges. Incapacitating injuries, unrestrained fatalities, speed-related fatalities, fatalities for children aged seven and under in traffic crashes, and pedestrian fatalities are at the highest level in ten years. Despite 61 out of 92 counties reducing their number of unrestrained crashes, there was a 6.3% increase in overall unrestrained passenger fatalities from FY 2020 with a 43.5% increase in unrestrained pickup truck fatalities. The observed seat belt use survey also decreased by 2% dropping from 94.9% to 92.9%. In your assessment of progress to achieve your performance targets, you noted that you are unlikely to



meet C-1, C-2, C-4, C-6, C-7, C-9, C-10, C-11, B-1, A-3, A-5, and CPS-1. As you begin developing your FY 2023 HSP, the Region 5 office will follow up with you regarding any adjustments you plan to make to meet these performance targets. Specifically, you noted:

- You will continue increased 402 funding for Pedestrian and Bicycle Programs to address C-1, C-2, C-10, and C-11.
- You will be increasing the number of law enforcement phlebotomists to decrease the time that passes from time of incident to time of collection to provide more timely evidence in drug impaired driving cases.
- You will develop and implement additional programs to decrease speed and pedestrian-based crashes through enhanced public education efforts to address C-1, C-2, C-6, C-10, and C-11.
- You will partner with law enforcement agencies and the Indiana Law Enforcement Academy to develop educational materials including short videos for social media use as education.
- You will continue your “Click It to Live It” program to increase seat belt usage and reduce incapacitating injuries to address C-1, C-2, C-4, and B-1.

We look forward to working with you to provide technical assistance in developing and implementing the previously noted projects and to develop and implement projects to address C-6, C-7, C-9, A-3, A-5, and CPS-1.

We understand that increased fatalities are not necessarily attributed to a single contributing factor, and decreases can be accomplished with collaboration efforts. As ICJI TSD implements its FY 2022 highway safety program and begins to develop its FY 2023 Highway Safety Plan (HSP), please consider the following enhancements to strengthen program areas:

- Prioritize hiring and retention of program staff. The consistent turnover and position vacancies have prevented the implementation of the Distracted Driving, Pedestrian and Bicyclist Safety, and Stop Arm Violation Enforcement (SAVE) media campaigns in FY 2021.
- Data from FY 2021 indicates a relationship between speed-related fatalities and unrestrained fatalities, with 32.9% of speed-related fatalities unrestrained. Pedestrian fatalities have also increased by 23% since FY 2020, and we know increases in speed can contribute to this. Furthermore, unsafe speed was one of the primary causes for fatal motorcycle collisions in FY 2021. To combat these rising fatalities, consider adopting the Safe System Approach (SSA). The SSA principles promote a safety culture that addresses correlations between safety areas and focuses on reducing deaths and injury through safe speeds, safe roads, and safe road users.
- As we recommended last year, we again support Indiana’s effort in staffing a dedicated administrative position within the TSD. This will minimize fiscal errors and ensure timely

submission of vouchers, obligation of funds, and fiscal close out, which have been consistent challenges in previous years.

Reducing motor vehicle injuries and fatalities is our shared responsibility. It requires shifting how we think about safety across the entire transportation system and how we prioritize sustainable and equitable investments in education, engineering, enforcement, and EMS. The United States Department of Transportation (USDOT) surface transportation modes are working together to achieve safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—and State Highway Safety Offices such as yours play an influential role in this Safe System Approach.

Please extend our appreciation to Director Robert Duckworth and the ICJI TSD staff for their continuing efforts. We are grateful to you and your many partners for your collective commitment to reducing injuries and deaths due to motor vehicle crashes throughout Indiana. We look forward to continuing our strong working relationship with your staff, many stakeholders, and our USDOT Agency partners to support your highway safety efforts in this fiscal year and beyond.

Sincerely,



Jonlee S. Anderle, Ph.D.

Region 5 Administrator (IL, IN, OH, MI, MN, WI)
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cc: Robert Duckworth, Traffic Safety Director, ICJI
Jermaine Hannon, Division Administrator, FHWA, Indiana Division
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