



INDIANA

HIGHWAY SAFETY PLAN

**FY
23**

This is the Indiana Criminal Justice Institute's Highway Safety Plan for FY2023, prepared for the National Highway Traffic Safety Administration.

FY2023 INDIANA HIGHWAY SAFETY PLAN

INDIANA CRIMINAL JUSTICE INSTITUTE

DEVON MCDONALD

ICJI Executive Director

ROBERT DUCKWORTH

Traffic Safety Division Director

Indiana Criminal Justice Institute
402 W. Washington Street, Room W469
Indianapolis, IN 46204



STATE DEMOGRAPHICS

Indiana consists of 92 counties and has a population of 6,619,680 as of the 2020 Census. Seventy-seven percent of the population is between the ages of 18 and 64, persons under 5 years old, under 18 years old, and 65 years old and over made-up 6.3 percent, 23.9 percent, and 14.6 percent, respectively.

Indiana residents are 84.8 percent white, 9.9 percent black, and 7.3 percent identify as Hispanic or Latino. In 2020, Federal Highway reported that 6.1 vehicles were registered in Indiana. Indiana has 12,000 miles of Interstate, U.S., and State Routes, and 66,000 miles of county roadways. In total, Indiana roadways have 97,288 centerline miles and 203,080 lane-miles.

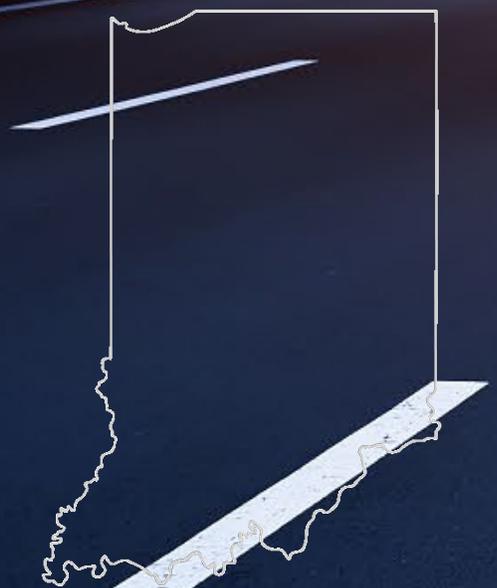


TABLE *of* CONTENTS

OVERVIEW

| | |
|----|--|
| 5 | Executive Summary |
| 6 | Highway Safety Planning Process |
| 9 | National Priority Safety Program Incentive Grants |
| 9 | Problem Identification |
| 9 | Data |
| 11 | Participants |
| 13 | Evidence-Based Traffic Safety Enforcement Plan |
| 14 | Description and Analysis of Indiana’s Highway Safety Problem |
| 15 | Data Analysis and Target Setting |
| 16 | Performance Plan Chart |
| 17 | Performance Measurement Targets |

PROGRAM AREAS

| | |
|-----|--|
| 36 | Planning and Administration |
| 38 | Occupant Protection |
| 66 | Child Passenger Safety |
| 78 | Impaired Driving (Alcohol) |
| 95 | Impaired Driving (Drugs and Alcohol) |
| 111 | Motorcycle Safety |
| 121 | Non-motorized (Pedestrians and Bicyclists) |
| 129 | Young Drivers |
| 133 | Paid Media |
| 150 | Traffic Records |

APPENDICES

| | |
|-----|--|
| 185 | 405(b) Occupant Protection Grant |
| 186 | Indiana Counties with Permanent Fitting Stations |
| 188 | 405(f) Motorcyclist safety Grant |

EXECUTIVE SUMMARY

Indiana continues to experience increasing trends in the preventable losses of life as an effect of decisions from modifiable behavior. In FY21 and FY22, Indiana continued to see an increase a speed related collisions and lack of restraint use as leading circumstances related to crash outcomes. In response in FY22, Indiana launched a new initiative called VSET: Visible Speed Enforcement Teams, where teams of three or more officers will work specifically on multi-lane, two direction roadways existing in urban areas to reduce speed related crashes, injuries and fatalities. In FY23, Indiana will invest additional HSP funding to media and education campaigns to try and reach roadway users to curb the increases in roadway deaths.

The Indiana Traffic Safety Office is established by the authority of Indiana Code 9-27-2 and housed within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute. The TSD manages behavioral traffic safety funding provided by the National Highway Traffic Safety Administration (NHTSA) and through projects with law enforcement agencies and other organizations throughout Indiana. The TSD works to incorporate all NHTSA principles of: Equity, Education, Evaluation, Enforcement, Engineering, and EMS Services either through programs or partnerships at a comprehensive level.

The TSD, in coordination and consultation with federal, state, and local partners, works to provide leadership, innovation, and program support. The TSD focuses on model programs and promising strategies to allocate program funding based on each initiative's potential for reducing crashes, saving lives, and preventing injuries. Each initiative includes the scope and severity of the problem to be addressed and the effectiveness of proposed countermeasures. The TSD evaluates the potential of each initiative in relation to problem identifications for each year.

The Comprehensive Highway Injury Reduction Program (CHIRP) launched in FY20 as a method to consolidate the quantity of enforcement applications and synergize efforts of evidence-based traffic safety enforcement programs (TSEP). Now in its third year in FY23, CHIRP continues to be a multiplier in the efficiency of grants management and program area diversity for enforcement efforts. CHIRP incorporates efforts to improve occupant restraint use, reduce speeding, enforce impaired driving laws, support pedestrian safety, and collaboration at the local level as a comprehensive strategy method versus fractioned efforts. Local level applicants with collaborative guidance, analyze all causations factors within their community to enhance the diversity of program areas for local communities to resolve the complex and comprehensive problem of highway safety improvement.

New for FY23, TSD will partner to bring additional education campaigns in the areas of restraint use, pedestrian safety, impaired driving, speeding and young drivers. This includes additional resources to create video bases messaging for media campaigns, social media, and public venues to create emotional impact impressions with roadway users to improve traffic safety outcomes. These areas represented the greatest projected increases for FY23 during target projections and determinations.



Inspiring behavioral improvement to reduce injuries and economic loss on Indiana roadways through education, evaluation, and enhancement of enforcement effectiveness.

MISSION STATEMENT

HIGHWAY SAFETY PLANNING PROCESS

Analyses of crash records, traffic-related information sources, and the resulting trends, provide data driven problem identification in causation and geographical areas. Using the data sources and partners, program specific details are identified for strategy and project development. Funding priority is directed to programs that have the greatest potential to impact the reduction of traffic-related injuries and fatalities in the areas most at risk for such incidents. The problem identification process includes the utilization of the observational seat belt usage surveys, attitudinal surveys, data from the various partners, and the analysis of who, what, where, when, and why for each available data point from crash records.

The Office of Traffic Safety (OTS) was created pursuant to Ind. Code § 9-27-2 and located within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute. The office is responsible for the state's traffic safety program including the administration and distribution of federal funds that Congress appropriates annually. The purpose of this office is to develop and conduct effective programs and activities for the facilitation of traffic and for the protection and conservation of 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 Executive Director of the Indiana Criminal Justice Institute. The Director of Traffic Safety must be a person 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 on an effective statewide basis.
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 the development and conduct of public informational and educational activities designed to promote traffic safety or to support the official traffic safety program of Indiana.
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 that will serve to further control and reduce traffic accidents.

6. Study proposed revisions and amendments to the motor vehicle laws and all other laws concerning traffic safety and make 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, Drug Recognition Expert and Standardized Field Sobriety Program, Child Passenger Safety Program, Teen Driver Safety Program, Judicial Outreach Program, Traffic Records Coordinating Committee.

The TSD is comprised of seven (7) dedicated staff, including the Division Director who coordinates the efforts of support staff. Staffing within the TSD includes an Assistant Director with a focus on project development and administration, three (3) regional program managers, and a statewide services program manager, and a Traffic Records Analyst and Planner (TRAP) focusing on records analysis, project evaluation and planning.

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, speeding, traffic records, pedestrian, and child passenger safety. Community Outreach Coordinators are managed by the TSD including six (6) Law Enforcement Liaisons (LELs), and six (6) Child Passenger Safety Specialists (CPSSs) located regionally across Indiana.

ICJI contracts the resources and expertise of the Public Policy Institute (PPI) within the Indiana University-Purdue University Indianapolis School of Public and Environmental Affairs, to assemble and review data for publication and access. The Center for Road Safety (CRS) located at Purdue University conducts the annual seatbelt use survey throughout the State on behalf of the TSD. In FY22 CRS began developing a statistical analysis program called SNAP: Safety Needs Analysis Program, to assist in more readily identifying specific areas of change and ways in which TSD can better identify overrepresented groups within the traffic safety community and work towards assure equity in programmatic projects.

The TSD staff maintain close collaboration with multiple organizations, Indiana Department of Transportation (INDOT), Purdue University's Center for Road Safety (CRS) and Joint Transportation Research Program (JTRP), Indiana University Public Policy Institute (PPI), and the Traffic Records Coordinating Committee (TRCC) to fulfill its mission of reducing traffic fatalities. Performance measures track progress in the following areas:

- | | |
|---------------------------|---------------------|
| » Fatalities | » Motorcycle Safety |
| » Incapacitating Injuries | » Pedestrians |
| » Impaired Driving | » Children |
| » Occupant Protection | » Bicyclists |
| » Young Drivers | » Speeding |



Primary data sources used in problem identification and target identification include the Fatality Analysis Reporting System (FARS), driver and vehicle reports maintained by the Indiana Bureau of Motor Vehicles (BMV), Automated Reporting Information Exchange System (ARIES) as maintained by the Indiana State Police (ISP), and traffic safety fact sheets created from this data by PPI, supplementing with additional queries of collision data using ORACLE Business Intelligence Enterprise Edition (OBIEE) built and maintained by INDOT, and the observed seat belt use study data and analysis provided by CRS. Ongoing monitoring of data from these sources throughout the year by ICJI allows for dynamic and proactive implementation of changes to the HSP to affect crash outcomes. Likewise, data from these sources inform ICJI of their grantees’ impact on traffic safety. These various data sources are utilized in the development of the Indiana’s HSP.

During the planning process, the TSD coordinates and meets with the Indiana Department of Transportation (INDOT) to discuss, develop, and update performance

measures and targets. INDOT staff is responsible for the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The ongoing communication with INDOT staff ensures consistency with the state’s highway safety planning processes and use of the extensive efforts of INDOT in identifying geographical roadway locations with high frequency of incidents. INDOT with a primary federal partner of the Federal Highway Administration (FHWA) works to implement additional strategies and projects and problem areas not managed through HSP projects such as construction zone crashes, speeding in construction zones, and commercial motor vehicle crashes and enforcement.

The TSD staff receives the most recent and up-to-date data, reports, and analysis of prior year data on or near the July submission of the annual Highway Safety Plan (HSP). Prior to awarding any grant funds to sub-grantees, a secondary conformational review of current data resources and reports is completed. This review occurs between the submission date of the HSP and the awarding of funds. The culmination of this process is implementation of NHTSA’s “Countermeasures That Work” where applicable for traffic safety programs.

The TSD begins the planning process through the completion of the annual report for the prior fiscal year. The HSP documents that the state's highway safety program is data-driven in establishing performance targets and selecting the countermeasure strategies and projects aimed at meeting said targets. Traditionally, this plan must be submitted to NHTSA Region 5 by July 1, with the performance period following the federal fiscal year of October 1 through September 30 annually.

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

Indiana is applying for the following incentive grants:

- » 405 (b) Occupant Protection
- » 405 (c) State Traffic Safety Information System Improvements
- » 405 (d) Impaired Driving Countermeasures
- » 405 (f) Motorcyclist Safety Grants

PROBLEM IDENTIFICATION

Analyses of crash and traffic activity data sources followed by analysis of presenting patterns begin the process of identifying magnitude, trend, and characteristic to develop problem identification. Using data sources and collaboration with the partners below, program area specific details provide for problem identification in context to other problem areas, geographical area, day of week and even hour of day to strategize implementation of proven countermeasures to save lives, reduce economic loss, and demonstrate measurable improvement to all performance metrics.

Funding priority is assigned to programs and recipients demonstrating cause to yield the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the partners resources, and the multi-layer analysis of factors impacting collision events, arrest events, and demographical data.

DATA

The following data systems and partners are used in the problem identification process.

- » *Automated Reporting Information Exchange System (ARIES)*
 Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Agencies must submit crash reports into ARIES within five days of a crash, allowing ICJI staff to access accurate, up-to-date crash data. The latest edition of ARIES, Version 6, was launched in the spring of 2020 and statewide implementation launched in the summer of 2021 after delays from the COVID pandemic. Full transition to Aries 6, was slowed due to availability of technology components for users to upgrade to the necessary specifications for system operation. All agencies are expected to complete the transition to Version 6 prior to January 1, 2023, bringing enhanced collection of data including specificity to drug impaired driving.

- » *Indiana University Public Policy Institute (PPI)*
Indiana University Public Policy Institute (PPI), a partner of ICJI, publishes an annual collection of the state's motor vehicle crash facts and trends. Fact sheet topics include problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive document on strategies for reducing traffic deaths and injuries that contains proven countermeasures for traffic crashes. The data used for these publications are provided by ARIES but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link on the [ICJI website](#).
- » *Odyssey Case Management System*
ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information including gender and race, when properly recorded, can also be obtained. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals, using effectiveness on the reduction of factor events within crashes as the measuring rubric for effectiveness.
- » *Purdue Center for Road Safety (CRS)*
The Center for Road Safety (CRS), affiliated with the School of Civil Engineering at Purdue University, conducts research, and develops engineering tools in road safety, including driver and roadway-related characteristics. CRS provides technical assistance, analysis, creates the survey system based on NHTSA requirements, and produces a final report for the annual observed seat belt usage surveys conducted around the state.
- » *Purdue University Joint Traffic Research Program (JTRP)*
The Joint Transportation Research Program, affiliated with the School of Civil Engineering at Purdue University, collaborates with stakeholders from government and industry to conduct research that improves the safety, efficiency, and economic impact of the transportation systems. JTRP leads expanding the use of UAS crash mapping technology throughout Indiana through training workshops focusing on system deployment, site preparation, mission planning, flight data acquisition, and flight data download; and development of a common data processing/reduction strategy and delivery of the final products.
- » *Fatality Analysis Reporting System (FARS)*
FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries resulting from motor vehicle crashes. Various FARS data reports and querying tools are available at nhtsa.gov/FARS. FARS also annually provides the *Traffic Safety Facts, Indiana* report covering the most recent 5 years of crash data. FARS data is central to many program targets set by ICJI.
- » *Operation Pull Over (OPO) Database*
The OPO database is a data repository and reporting tool created by and administered by ICJI. ICJI sub-grantees access the database to report on all programmatic activities from the reimbursable administrative costs to the number of grant funded patrol hours and the resulting number of citations. This database is the source of Indiana's reported citations for seat belts, impaired driving, and speeding as part of the NHTSA core measures.

- » *Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers*
OBIEE was built for and is maintained by INDOT, which regularly uses the database to track and monitor performance metrics data. The OBIEE database is like ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format designed to be easily extractable in Excel for additional analysis.
- » *Indiana State Department of Toxicology (ISDT)*
ICJI will partner with the Indiana State Department of Toxicology (ISDT) as a planning partner in alcohol and drug impaired driving. ISDT is the state’s toxicological analysis center providing analysis for breath and blood samples for alcohol and selected drugs. Further, not every impaired driving event results in a crash. By evaluating submissions both blood and breath a clearer picture of the impaired driving problem is presented.



PARTICIPANTS

It is essential that ICJI continues to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows ICJI to take appropriate action to address any identified problems. ICJI continues collaboration with the Traffic Records Coordinating Committee (TRCC), a group of individuals from state and federal agencies dedicated to improving the state’s traffic records systems.

The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV); Indiana Department of Transportation (INDOT); Indiana State Police (ISP); Federal Highway Administration (FHWA); Indiana State Supreme Court (INSC); Indiana State Department of Health (ISDH); Indiana State Coroner’s Association; Indiana Office of Technology; Indiana Prosecutor’s Association; Riley Hospital for Children; Purdue Center for Road Safety; Indiana University PPI; the Indiana Department of Homeland Security, Indiana Department of Toxicology, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, timeliness, integration, and completeness of statewide traffic-related information.

Lastly, ICJI utilized its enhanced partnership with Purdue University Center for Road Safety (CRS). CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. CRS assists ICJI by improving observational seat belt survey designs and training observers on how to correctly obtain data. Once the surveys are complete, CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class.

Traffic safety meetings are held around the state minimally twice a year as a kick-off for the new highway safety plan, which begins the collection of feedback and data from local planning participants as active local voice to deliver timely feedback recognition of efforts in the current HSP. This aides TSD in gaining perspective from the field while conducting research, program development, and program implementation.

FY2022 Participating Agencies

| | | | |
|---------------------------------|---|--|------------------------------------|
| Adams County Sheriff's Dept. | Alexandria Police Dept. | Allen County Sheriff's Dept. | Anderson Police Dept. |
| Angola Police Dept. | Argos Police Dept. | Attica Police Dept. | Auburn Police Dept. |
| Aurora Police Dept. | Avon Police Dept. | Ball State Police Dept. | Bartholomew County Sheriff's Dept. |
| Batesville Police Dept. | Battle Ground Police Dept. | Bedford Police Dept. | Beech Grove Police Dept. |
| Berne Police Dept. | Blackford County Sheriff's Dept. | Bloomington Police Dept. | Boone County Sheriff's Dept. |
| Bourbon Police Dept. | Bremen Police Dept. (Host Agency) | Bristol Police Dept. | Brookville Police Dept. |
| Brown County Sheriff's Dept. | Brownsburg Police Dept. | Burns Harbor Police Dept. | Butler Police Dept. |
| Carmel Police Dept. | Cass County Sheriff's Dept. | Cedar Lake Police Dept. | Charlestown Police Dept. |
| Chesterfield Police Dept. | Chesterton Police Dept. | Cicero Police Dept. | City of Clinton Police Dept. |
| Clark County Sheriff's Dept. | Clarksville Police Dept. | Claypool Police Dept. | Clinton County Sheriff's Dept. |
| Columbia City Police Dept. | Columbus Police Dept. | Covington Police Dept. | Crawfordsville Police Dept. |
| Crown Point Police Dept. | Culver Police Dept. | Cumberland Metropolitan Police Dept. | Daleville Police Dept. |
| Dana Police Dept. | Danville Police Dept. | Dearborn County Sheriff's Dept. | Decatur County Sheriff's Dept. |
| Decatur Police Dept. | Dekalb County Sheriff's Dept. | Delaware County Sheriff's Dept. | Dillsboro Police Dept. |
| Dubois County Sheriff's Dept. | Dyer Police Dept. | East Chicago Police Dept. | Edgewood Police Dept. |
| Elkhart City Police Dept. | Elkhart County Sheriff's Dept. | Ellettsville Police Dept. | Elwood Police Dept. |
| Evansville Police Dept. | Ferdinand Police Dept. | Fishers Police Dept. | Fort Wayne Police Dept. |
| Fortville Police Dept. | Fountain County Sheriff's Dept. | Frankfort Police Dept. | Franklin County Sheriff's Dept. |
| Franklin Police Dept. | Fulton County Sheriff's Dept. | Garrett Police Dept. | Gary Police Dept. |
| Gas City Police Dept. | Geneva Police Dept. | Gibson County Sheriff's Dept. | Goshen City Police Dept. |
| Grant County Sheriff's Dept. | Greendale Police Dept. | Greenfield Police Dept. | Greensburg Police Dept. |
| Greenwood Police Dept. | Griffith Police Dept. | Hamilton County Sheriff's Dept. | Hammond Police Dept. |
| Hancock County Sheriff's Dept. | Hartford City Police Dept. | Hebron Police Dept. (Host Agency) | Hendricks County Sheriff's Dept. |
| Henry County Sheriff's Dept. | Highland Police Dept. | Hobart Police Dept. | Howard County Sheriff's Dept. |
| Huntingburg Police Dept. | Huntington County Sheriff's Dept. | Indiana State Police District 52 | Indiana University Police Dept. |
| Indiana University Police Dept. | Indianapolis International Police Dept. | Indianapolis Metropolitan Police Dept. | Ingalls Police Dept. |
| Jasper Police Dept. | Jefferson County Sheriff's Dept. | Jeffersonville Police Dept. | Johnson County Sheriff's Dept. |
| Kendallville Police Dept. | Knox County Sheriff's Dept. | Kokomo Police Dept. | Kosciusko County Sheriff's Dept. |
| Lafayette Police Dept. | Lagrange Police Dept. | Lake County Sheriff's Dept. | Lake Station Police Dept. |
| Lakeville Police Dept. | LaPorte City Police Dept. | LaPorte County Sheriff's Dept. | Lawrence County Sheriff's Dept. |
| Lawrence Police Dept. | Lawrenceburg Police Dept. | Lebanon Police Dept. | Ligonier Police Dept. |
| Logansport Police Dept. | Lowell Police Dept. | Lynn Police Dept. | Madison County Sheriff's Dept. |
| Marion Police Dept. | Marshall County Sheriff's Dept. | Martinsville Police Dept. | McCordsville Police Dept. |
| Mentone Police Dept. | Merrillville Police Dept. | Merrillville Police Dept. | Michigan City Police Dept. |
| Milford Police Dept. | Mishawaka Police Dept. (Host Agency) | Mitchell Police Dept. | Monroe County Sheriff's Dept. |
| Mooreville Police Dept. | Morgan County Sheriff's Dept. | Mount Vernon Police Dept. | Muncie Police Dept. |
| Munster Police Dept. | Nappanee Police Dept. | Nashville Police Dept. | New Albany Police Dept. |
| New Carlisle Police Dept. | New Castle Police Dept. | New Chicago Police Dept. | New Haven Police Dept. |
| New Palestine Police Dept. | New Point Police Dept. | Newburgh Police Dept. | Noble County Sheriff's Dept. |
| Noblesville Police Dept. | North Vernon Police Dept. | Ogden Dunes Police Dept. | Pendleton Police Dept. |
| Pierceton Police Dept. | Pittsboro Police Dept. | Plainfield Police Dept. | Plymouth Police Dept. |
| Portage Police Dept. | Porter County Sheriff's Dept. | Posey County Sheriff's Dept. | Princeton Police Dept. |
| Purdue Police Dept. | Randolph County Sheriff's Dept. | Rensselaer Police Dept. | Richmond Police Dept. |
| Rockport Police Dept. | Rockville Police Dept. | Russiaville Police Dept. | Schererville Police Dept. |
| Schneider Police Dept. | Seelyville Police Dept. | Sellersburg Police Dept. | Shelby County Sheriff's Dept. |
| Shelbyville Police Dept. | Silver Lake Police Dept. | South Bend Police Dept. | Speedway Police Dept. |
| St. John Police Dept. | St. Joseph County Sheriff's Dept. | St. Paul Police Dept. | Steuben County Sheriff's Dept. |
| Summitville Police Dept. | Syracuse Police Dept. | Tell City Police Dept. | Terre Haute Police Dept. |
| Thorntown Police Dept. | Tippecanoe County Sheriff's Dept. | Tipton County Sheriff's Dept. | Trafalgar Police Dept. |
| Union City Police Dept. | Valparaiso Police Dept. | Vanderburgh County Sheriff's Dept. | Vermillion County Sheriff's Dept. |
| Vigo County Sheriff's Dept. | Vincennes Police Dept. | Wabash City Police Dept. | Wabash County Sheriff's Dept. |
| Wakarusa Police Dept. | Walkerton Police Dept. | Warren County Sheriff's Dept. | Warren Police Dept. |
| Warsaw Police Dept. | Wayne County Sheriff's Dept. | West Lafayette Police Dept. | West Terre Haute Police Dept. |
| Westfield Police Dept. | Westport Police Dept. | Whitestown Police Dept. | Whiting Police Dept. |
| Winchester Police Dept. | Winfield Police Dept. | Winona Lake Police Dept. | Woodburn Police Dept. |
| Zionsville Police Dept. | | | |

FY2023 EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PLAN (TSEP)

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

Prior to awarding any grant funds in FY 2023 to sub-grantees, a thorough review and assessment is conducted by ICJI of current data resources and reports. This review occurs between the submission date of the FY 2023 HSP and the awarding of funds. ICJI staff receive the most recent and up-to-date data, reports, and analysis during this time.

The Regional LELs play an important role in monitoring of effectiveness of evidence-based enforcement. LELs monitor all TSD enforcement sub-grantees with site visits and continuous monitoring. This includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting of information to TSD program managers. Law enforcement agencies that are high risk or fail to properly deploy evidence-based enforcement receive an increased level of monitoring and attention.

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

PLANNED ACTIVITIES THAT COLLECTIVELY CONSTITUTE AN EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

| Project Identifier | Planned Activity Name |
|--------------------|---|
| 2023-BI-00-20 | DUIEP: Driving Under the Influence Extra Patrol |
| 2023-00-00-25 | Indiana State Police Impaired Driving Extra Patrol |
| 2023-00-00-12 | Indiana State Police (CARE & STEP) |
| 2023-00-00-06 | Young Operator Drivers Education and Learning (YODEL) |
| 2023-00-00-07 | CITLI: Click It, to Live It: Slower Speed and Seat Belts Save Lives |
| 2023-00-00-09 | S.A.V.E: Stop Arm Violation Enforcement Project |
| 2023-00-00-23 | SIDEP: Summer Impaired Driving Enforcement Project |
| 2023-00-00-14 | VSET: Visible Speed Enforcement Teams |
| 2023-00-00-19 | Reduced Access to Impairing Liquors (RAIL) |

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

While analysis is constant, these data sources allow ICJI to identify the following: highest demonstrating crash incidents for Indiana counties across multiple measures such as restraint use and impaired driving; the most significant spans of time for collisions based specific variables; and roadways/intersections where the highest quantity of collisions are occurring. This allows the TSD to provide law enforcement with specific plans of action for their program based on county specific data (e.g., days and times, roadways, and maps of collision data).

Data identified provides the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 250 law enforcement agencies, utilizing the most up-to-date data, driving “Countermeasures That Work” programming, and continuous monitoring of programs, ICJI’s funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

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



DESCRIPTION AND ANALYSIS OF INDIANA’S HIGHWAY SAFETY PROBLEM

In 2021, Indiana experienced 898 traffic fatalities, 3304 serious injuries, and 208,707 motor vehicle crashes on Indiana roadways. In 2021, the total number of roadway fatalities increased by 1%, in comparison to the previous year. ICJI recognizes the need to address specific causes of motor vehicle fatalities across the NHTSA traffic safety performance measures.

- » *Unrestrained Fatalities:* In 2021, the observed seat belt usage rate was 92.9% — a 2% decrease compared to the observed usage rate survey conducted in 2019. Alongside this decrease in observed usage in 2021, the number of unrestrained fatalities drastically *increased* by 19% (43 more fatalities) since 2020. The overall total of unrestrained fatalities is predicted to increase to 312 by 2023.
- » *Speed-Related Fatalities:* speed-related crashes remain a major contributor to Indiana traffic fatalities. Between 2020 and 2021 where the number of speed-related fatalities decreased by 10% — from the 238 fatalities in 2020 to 213 fatalities in 2020. Speed-related fatalities accounted for 24% of all motor vehicle traffic fatalities in Indiana in 2021. By 2023, speed-related fatalities are projected to reach **236** cases.

- » *Pedestrian Fatalities:* Pedestrian fatalities remain an increasing concern in Indiana. In 2021, there were 119 pedestrian fatalities in the state of Indiana — a 27% increase from 93 pedestrian fatalities in 2020. Projection data suggests that pedestrian fatalities may increase to **164** by 2023.
- » *Motorcyclist Fatalities:* In 2021, there were 131 motorcyclist fatalities in Indiana motor vehicle traffic crashes – a decrease of 13% from the 151 motorcyclists fatally injured in 2020. Motorcyclists account for 14.5 percent of all traffic fatalities. The number of un-helmeted motorcyclist fatalities decreased from 115 in 2020 to 83 in 2021. Preliminary data shows that motorcyclist fatalities remain an issue, with a high **143** projected number of motorcyclist fatalities for 2023.
- » *Bicyclist Fatalities:* In 2021, there were 13 fatalities in the state of Indiana (7 fewer fatalities compared to the previous year). One percent of all traffic fatalities were bicyclists in 2021. Projected data suggests that this problem area remains an issue, with **12** bicyclist fatalities in 2023.
- » *Geographically:* Urban areas saw the largest increases in roadway deaths with Marion County specifically saw the largest increase, from 109 to 148 (39%).

DATA ANALYSIS AND TARGET SETTING

TSD uses the five most recent plotted data points (2016-2020 FARS or 2017-2020 FARS & 2021 State Data) to determine the projected trendline of data using various regression models (linear, polynomial, power, exponential or logarithmic) to determine “best fit” of the existing crash and fatal crash data. The best fit line shows the relationship between the measured outcome data and time. The line with the highest R2 value (reflective of a correlation between the time and measured outcome) is used to calculate the projected values for 2022 and 2023.

Projected values are then used to calculate a projected five-year rolling average for the forthcoming two years. TSD uses the projected 5- year rolling average and annual projections to establish the performance metric target for each outcome measure for the upcoming year. All selected targets for performance metrics are reduction target with a goal of reducing the rate of increase of each target.

As required by 23 U.S.C. 148(a) and 23 U.S.C. 402(b)(1)(F), ICJI and INDOT collaborate on and agreed to identical performance targets for three performance targets in their HSP and HSIP using (2016-2020 FARS Data Only). The analysis and target setting methods for these shared outcome measures is described below for these three common performance targets:

1. Number of fatalities.
2. Incapacitating Injury (“Suspected serious” Injury).
3. Rate of fatalities per VMT.

| Performance Plan Chart: 2023 Highway Safety Plan | | | | | | | | | | |
|--|---|---------------------|------------|------|------|-------|------|-------|-----------|--------|
| Core Outcome Measure | | Duration | Base Years | | | | | | Projected | |
| | | | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| C-1 | Traffic Fatalities | Annual | 829 | 916 | 860 | 810 | 897 | 898 | 921 | 945 |
| | | 5-Year Rolling Avg. | 791 | 818 | 833 | 847 | 863 | 881 | 895 | 894.2 |
| C-2 | Serious Injuries in Traffic Crashes | Annual | 3505 | 3388 | 3210 | 3659 | 3062 | 3304 | 3449 | 3413 |
| | | 5-Year Rolling Avg. | 3510 | 3423 | 3375 | 3319 | 3293 | 3296 | 3307.6 | 3348.1 |
| C-3 | Fatalities/100M VMT | Annual | 1.00 | 1.12 | 1.05 | 0.98 | 1.18 | 1.27 | 1.110 | 1.128 |
| | | 5-Year Rolling Avg. | 0.99 | 1.02 | 1.03 | 1.04 | 1.06 | 1.11 | 1.076 | 1.088 |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | Annual | 251 | 208 | 210 | 220 | 226 | 269 | 288 | 312 |
| | | 5-Year Rolling Avg. | 215 | 214 | 216 | 222 | 223 | 227 | 243 | 263 |
| C-5 | Alcohol-Impaired Driving Fatalities | Annual | 212 | 259 | 214 | 200 | 249 | 223 | 247 | 259 |
| | | 5-Year Rolling Avg. | 194 | 200 | 203 | 211 | 227 | 229 | 227 | 236 |
| C-6 | Speeding-Related Fatalities | Annual | 213 | 210 | 189 | 201 | 238 | 213 | 230 | 236 |
| | | 5-Year Rolling Avg. | 210 | 215 | 210 | 209 | 210 | 211 | 215 | 224 |
| C-7 | Motorcyclist Fatalities | Annual | 101 | 149 | 117 | 127 | 151 | 131 | 141 | 143 |
| | | 5-Year Rolling Avg. | 120 | 119 | 120 | 121 | 129 | 135 | 134 | 139 |
| C-8 | Un-helmeted Motorcyclist Fatalities | Annual | 72 | 105 | 89 | 89 | 115 | 83 | 90 | 87 |
| | | 5-Year Rolling Avg. | 88 | 85 | 87 | 87 | 94 | 97 | 94 | 93 |
| C-9 | Drivers age 20 or Younger involved in Fatal Crashes | Annual | 107 | 123 | 121 | 95 | 112 | 122 | 137 | 151 |
| | | 5-Year Rolling Avg. | 110 | 108 | 112 | 113 | 112 | 115 | 118 | 124 |
| C-10 | Pedestrian Fatalities | Annual | 87 | 101 | 114 | 73 | 93 | 119 | 141 | 164 |
| | | 5-Year Rolling Avg. | 79 | 88 | 95 | 94 | 94 | 100 | 108 | 118 |
| C-11 | Bicyclist Fatalities | Annual | 19 | 13 | 22 | 16 | 20 | 13 | 14 | 12 |
| | | 5-Year Rolling Avg. | 14 | 14 | 16 | 17 | 18 | 17 | 17 | 15 |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | Annual | 92.4 | 93.0 | 93.4 | 94.9 | 94.9 | 92.9 | 92.2 | 91.2 |
| | | 5-Year Rolling Avg. | 92.2 | 92.1 | 92.8 | 93.12 | 93.7 | 93.82 | 93.6 | 93.2 |
| A-5 | Children Aged 15 and Younger Fatalities | Annual | 20 | 40 | 20 | 36 | 32 | 35 | 34 | 33 |
| | | 5-Year Rolling Avg. | 28 | 30 | 27 | 30 | 30 | 33 | 32 | 34 |
| IN-1 | Children aged 7 and under killed in traffic collisions. | Annual | 10 | 25 | 9 | 17 | 13 | 11 | 8 | 5 |
| | | 5-Year Rolling Avg. | 13 | 15 | 14 | 15 | 15 | 16 | 12 | 11 |

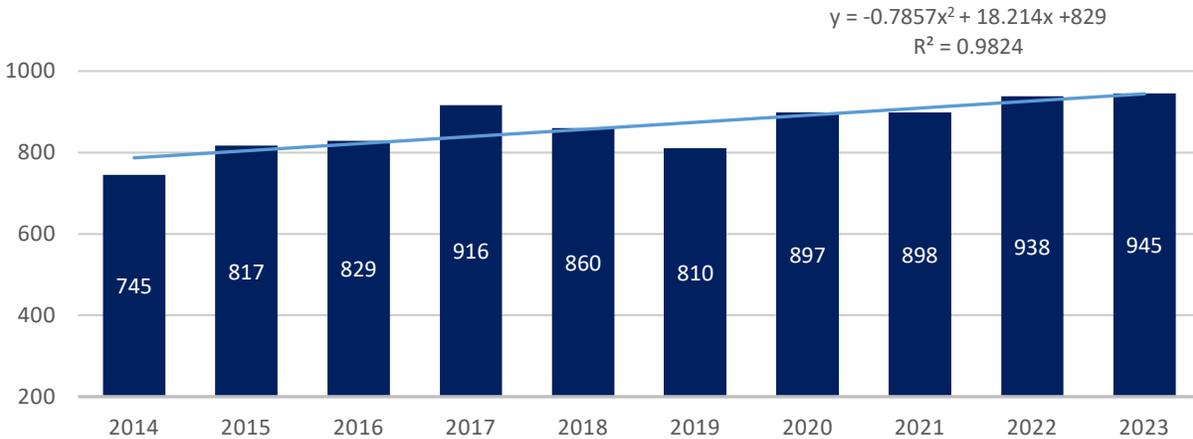
Source: 2016-20, FARS; 2021, ARIES

| Performance Targets: 2023 Highway Safety Plan | |
|---|--|
| Core Outcome Measure | |
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2016 – 2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To maintain traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities to under 312 (2023 Projected Annual) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| C-6 | Speeding-Related Fatalities To reduce speeding-related fatalities under the projected from projected 236 (2023 Projected Annual) by 2023. |
| C-7 | Motorcyclist Fatalities To reduce motorcyclist fatalities under the projected 143 (2023 Projected Annual) by 2023. |
| C-8 | Un-helmeted Motorcyclist Fatalities To reduce un-helmeted, motorcyclist fatalities under the projected 87 (2023 Projected Annual) by 2023. |
| C-9 | Drivers age 20 or Younger involved in Fatal Crashes To reduce drivers age 20 and younger involved in fatal crashes under the projected 151 (2023 Projected Annual) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities under the projected 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicyclist Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) To increase the observed seat belt use for passenger vehicles, and front-seat outboard occupants from 93.2 percent (2019 – 2023 rolling average) by 2023. *All State Data |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 7 and under from the projected number 11 (2019 – 2023 rolling average) by 2023. |
| IN-1 | Children aged 7 and under killed in traffic collisions. To reduce children aged 15 and younger fatalities to under the projected 34 (2019-2023 rolling average) by 2023. |

PERFORMANCE MEASURE C-1: NUMBER OF TRAFFIC FATALITIES (FARS)

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|-----------------------------------|--------------------|----------------|-------------------|-------------------|
| C-1) Number of traffic fatalities | 5 Year Average | 866 | 2016 | 894.2 |



Traffic Fatalities with Annual Trend Line and Five Year Equation
 Source: Annual 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

The performance target for traffic fatalities is one of the three targets that must match with the Indiana Department of Transportation (INDOT) as the state’s planning agency for the State Strategic Highway Safety Plan under requirements of 23 U.S.C. 402(b)(1)(f)(v). INDOT calculates this performance target by using analysis of crash trends, employment predictions and a model that uses employment data to predict fatalities.

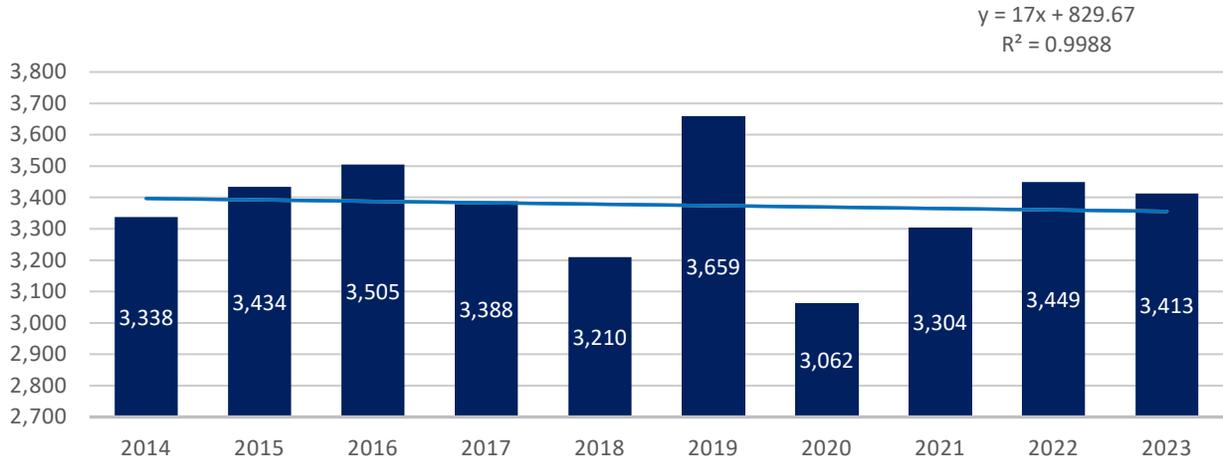
It was determined that analysis methods used during the previous year will be continued for this submittal. Therefore, a return to a simple linear regression model was chosen to predict fatalities. To predict the number of fatalities, this model would use the previous 5 years of data. However, the 2020 data was determined to be an outlier so that year was excluded from the calculation. The excel functions of SLOPE() and INTERCEPT() were used to generate the predictive equation. The predictive equation is of the form FATALITIES=YEAR*SLOPE()+INTERCEPT(). This predicted total was then adjusted upwards by **5%** to account for any unexpected variances.

TARGET
 In collaboration with INDOT, TSD established the target to reduce traffic fatalities under 894.2 (2016-2020 rolling average) by 2023.

PERFORMANCE MEASURE C-2: NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| C-2) Number of serious injuries in traffic crashes | 5 Year Average | 3348.1 | 2016 | 3348.1 |



Incapacitating Injuries with Annual Trend Line and Five Year Equation
 Source: Annual, ARIES, Indiana Department of Transportation

PERFORMANCE TARGET JUSTIFICATION

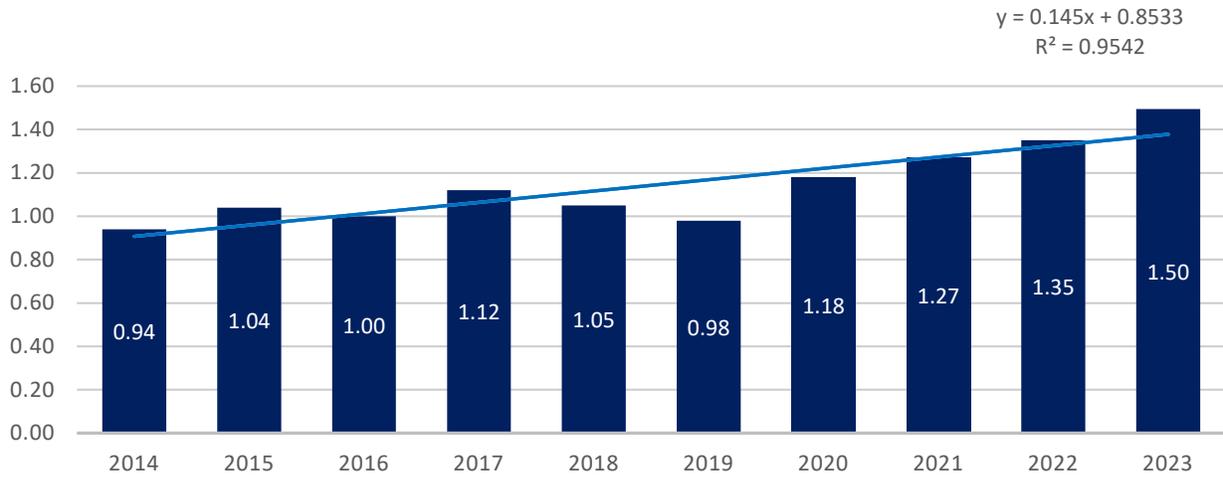
The performance target for the number of Serious Injuries is one of the three targets that must match INDOT as required by 23 U.S.C. 402(b)(1)(f)(v). A trend line was then created to calculate the 5-year target value in a similar manner to what was described for the number of fatalities. The Indiana crash database recently underwent a change that now allows a direct count of the 7 types of injuries defined by the MMUCC 4th edition. The change by Indiana in crash reporting recently confirmed by FHWA as compliant with the establish rule. Starting with 2021 INDOT directly counts suspected serious injuries from the 7 injury types. The prior years 2019 and 2020 used the former interim method that used an estimate 7.2% of all injuries. The result of the count was a minor discontinuity in the previously established downward trend line. The change was deemed minor, so the pervious Slope and Intercept trend line was extended to calculate the 5-year target value in a similar manner to what was described for the number of fatalities

TARGET
 In collaboration with INDOT, TSD established a target to reduce serious injuries in traffic crashes under 3348.1 (2019 – 2023 rolling average) by 2023.

PERFORMANCE MEASURE C-3: FATALITIES/HMVMT (FARS)

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|-----------------------|--------------------|----------------|-------------------|-------------------|
| C-3) Fatalities/HMVMT | 5 Year Average | 1.06 | 2016 | 1.088 |



Fatalities per 100 Million Vehicle Miles Traveled with Annual Trend Line and Five Year Equation
 Source: Annual 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

The performance target for the rate of traffic fatalities per 100 Million Vehicle Miles Traveled is one of the three targets that must match INDOT due to the FAST Act (23 U.S.C. 402(b)(1)(f)(v)). The predicted annual Vehicle Miles Traveled (VMT) for each of the most recent five years is estimated to vary from past slow growth patterns due to the 2020 economic shutdown, largely due to the COVID-19 Pandemic. As a result, projected VMT for 2020 was predicted to reduce by 7.20% from the last INDOT estimated VMT for 2019.

INDOT’s Technical Planning Support & Programming Division arrived at this figure by averaging the Average Annual Volume Data for the first five months of 2020 against data for the same five months of the last year for each of five factor groups. The projection of VMT for 2021 has likewise been set at 1.00% below 2019, based on projected economic growth this year. The contributing Annual Growth Rates are calculated from the data collected at Indiana’s 100+ Continuous Data Collection Sites around the State across a variety of Functional Classes. The growth rate for 2023 was developed by using a linear projection in a similar manner to what was described for the number of fatalities. The number or predicted fatalities in each of these years was then divided by these predicted total Vehicle Miles Traveled to arrive at the values shown.

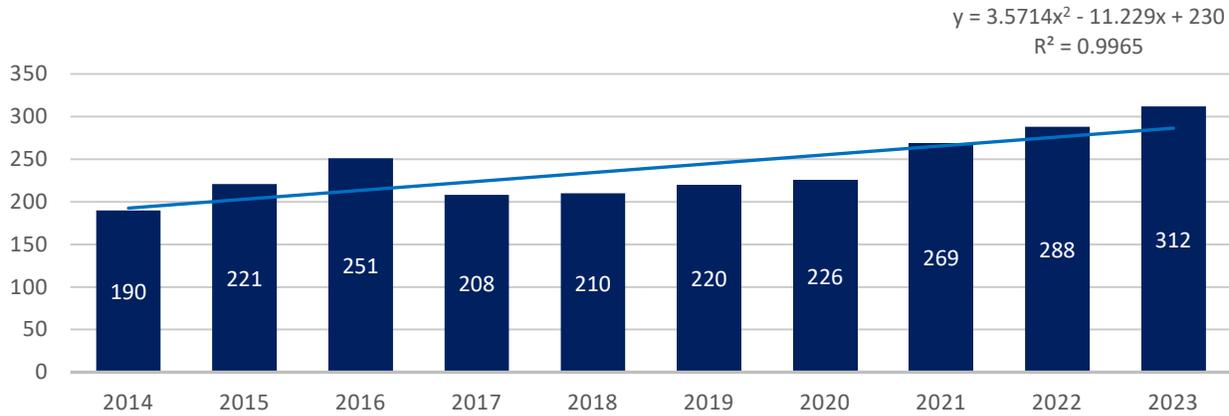
TARGET

In collaboration with INDOT, TSD set the target to reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023.

PERFORMANCE MEASURE C-4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|---|--------------------|----------------|-------------------|-------------------|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions | Annual | 263 | 2019 | 312 |



Unrestrained Passenger Vehicle Occupant Fatalities with Annual Trend Line and Five Year Equation

Source: 2014-2020, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of unrestrained traffic fatalities has regularly increased. Using the five year average prediction method and polynomial modeling (R2 of 0.9965), TSD projected the annual number of unrestrained passenger fatalities to be 312 by 2023 and calculated a projected 5-year rolling average for the period of 2019-2023 to be 263.

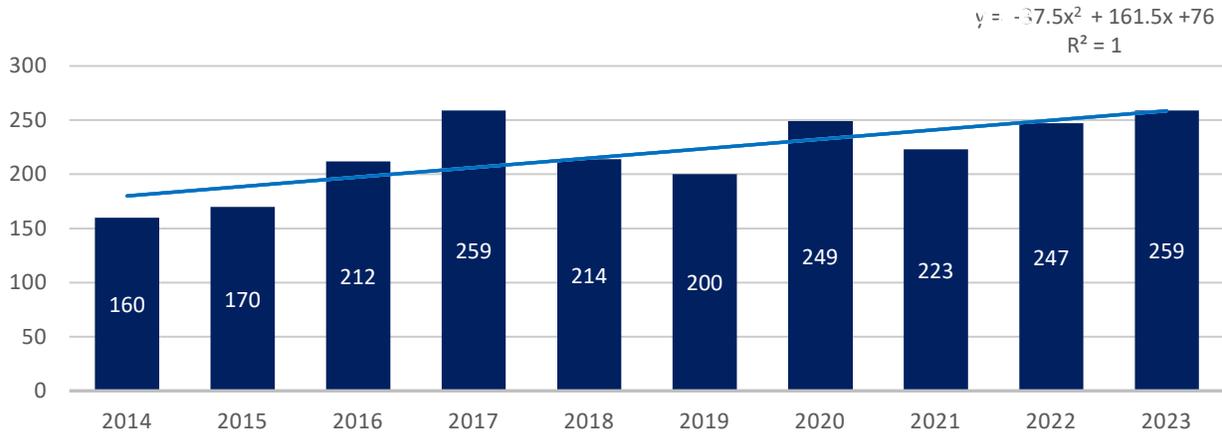
TARGET

TSD established a target to reduce unrestrained traffic fatalities to under 312 (2023 Projected Annual) by 2023.

PERFORMANCE MEASURE C-5: NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 OR ABOVE

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|---|--------------------|----------------|-------------------|-------------------|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above | Annual | 236 | 2019 | 259 |



Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above with Annual Trend Line and Five Year Equation
 Source: 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of alcohol involved fatalities has regularly increased. Using the five year average prediction method and polynomial modeling (R2 of 1), TSD projected the annual number of alcohol-related fatalities to be 259 by 2023 and calculated a projected 5-year rolling average for the period of 2019-2023 to be 236.

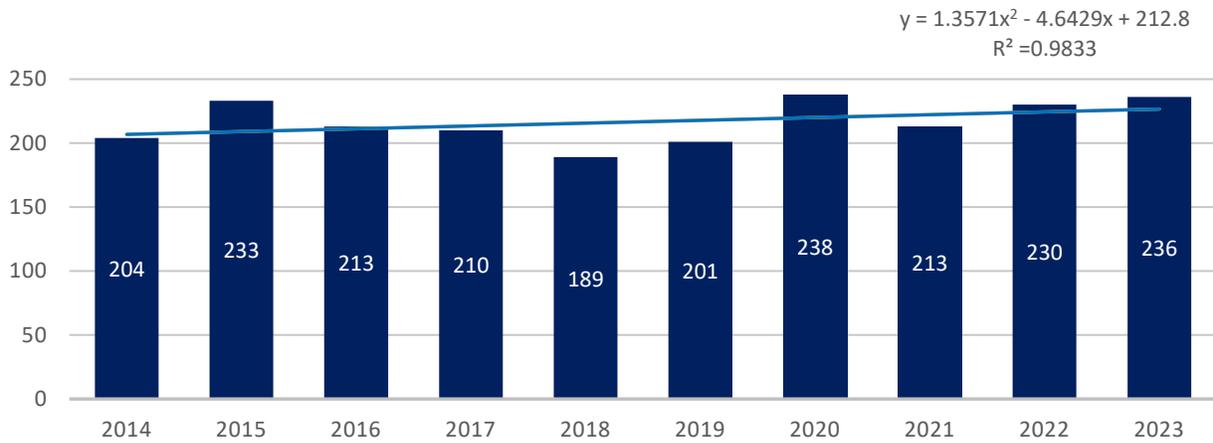
TARGET

TSD set the target to reduce the fatalities involving a driver or motorcycle operator with a BAC of .08 or above to under 259 (2023 Projected Annual) by 2023.

PERFORMANCE MEASURE C-6: NUMBER OF SPEEDING-RELATED FATALITIES

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| C-6) Number of speeding-related fatalities | Annual | 224 | 2019 | 236 |



Speed Related Fatalities with Annual Trend Line and Five Year Equation

Source: 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of speed related fatalities has regularly increased. Using the five year average prediction method and polynomial modeling (R2 of 0.9833), TSD projected the annual number of speed related fatalities to be 236 by 2023 and calculated a projected 5-year rolling average for the period of 2019-2023 to be 224.

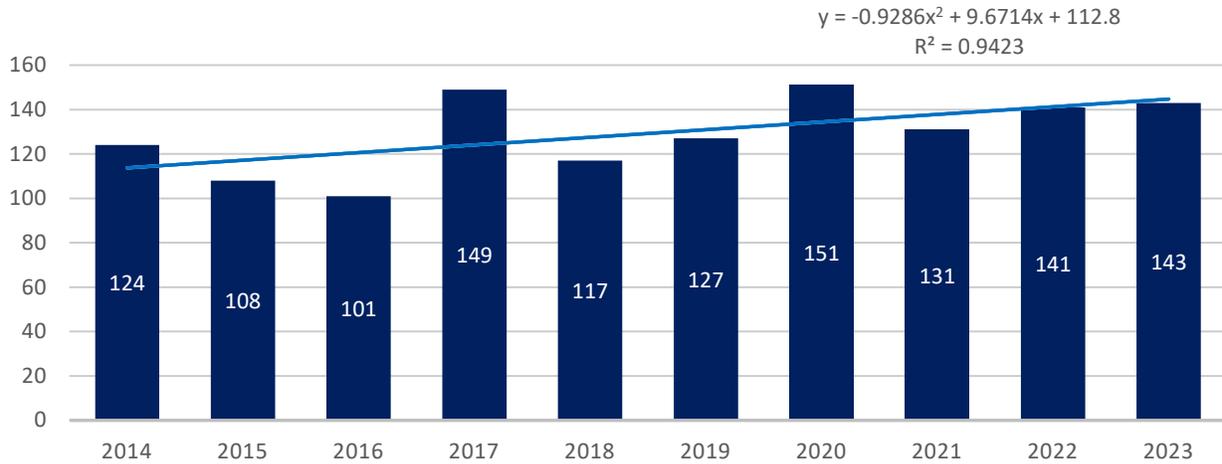
TARGET

TSD established a target to reduce speed related fatalities to under 236 (2023 Projected Annual) by 2023.

PERFORMANCE MEASURE C-7: NUMBER OF MOTORCYCLIST FATALITIES

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| C-7) Number of motorcyclist fatalities | Annual | 139 | 2019 | 143 |



Total Motorcycle Fatalities with Annual Trend Line and Five Year Equation

Source: 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of motorcycle fatalities has regularly increased. Using the five year average prediction method and polynomial modeling (R² of 0.9423), TSD projected the annual number of motorcycle fatalities to be 143 by 2023 and calculated a projected 5-year rolling average for the period of 2019-2023 to be 139.

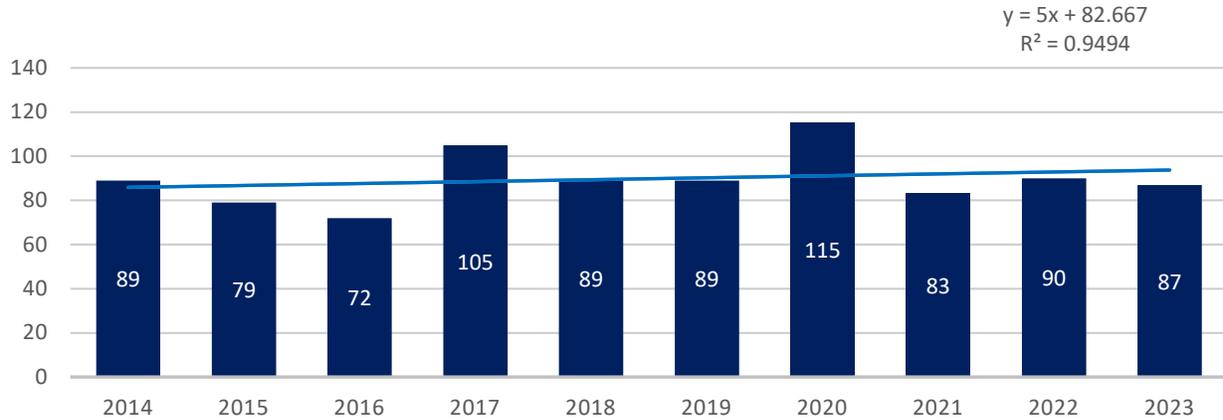
TARGET

TSD established a target to reduce motorcycle fatalities to under 143 (2023 Projected Annual) by 2023.

PERFORMANCE MEASURE C-8: NUMBER OF UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Target Value | Target Start Year | 2023 Target Value |
|--|--------------------|---------------------|-------------------|-------------------|
| C-8) Number of un-helmeted motorcyclist fatalities | 5 Year Average | 93 | 2019 | 93 |



Un-helmeted Motorcycle Fatalities with Annual Trend Line and Five Year Equation
 Source: 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the average rate of un-helmeted motorcycle fatalities has had varying fluctuations and an overall trending increase. Utilizing the 5 year average prediction method and linear modeling (R2 of 0.9494), TSD projected the annual number of total motorcycle fatalities to be 87 by 2023 and calculated a rolling average for the period of 2019-2023 to be 93.

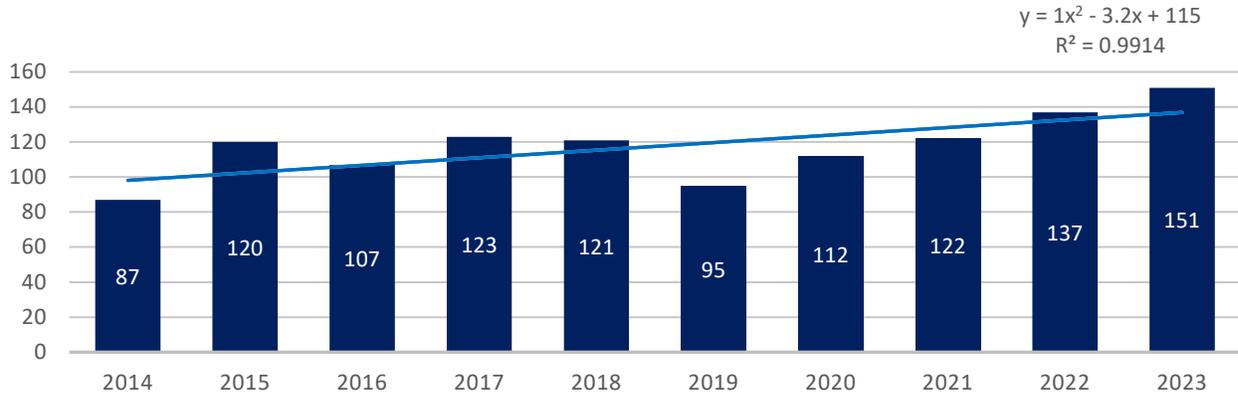
TARGET

TSD established a target to reduce the un-helmeted motorcycle fatalities to under the projected 93 (2019-2023 Projected Rolling Average) by 2023.

PERFORMANCE MEASURE C-9: NUMBER OF DRIVERS 20 OR YOUNGER INVOLVED IN FATAL CRASHES

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| C-9) Number of drivers 20 or younger involved in fatal crashes | Annual | 124 | 2019 | 151 |



Drivers 20 and Under Involved in Fatal Collisions with Annual Trend Line and Five Year Equation
 Source: 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of annual traffic fatalities for drivers aged 20 and under has regularly increased. Using the five year average prediction method and polynomial modeling (R2 0.9914), TSD projected the annual number of drivers aged 20 and under fatalities to be 151 by 2023 and calculated a rolling average for the period of 2019-2023 to be 124.

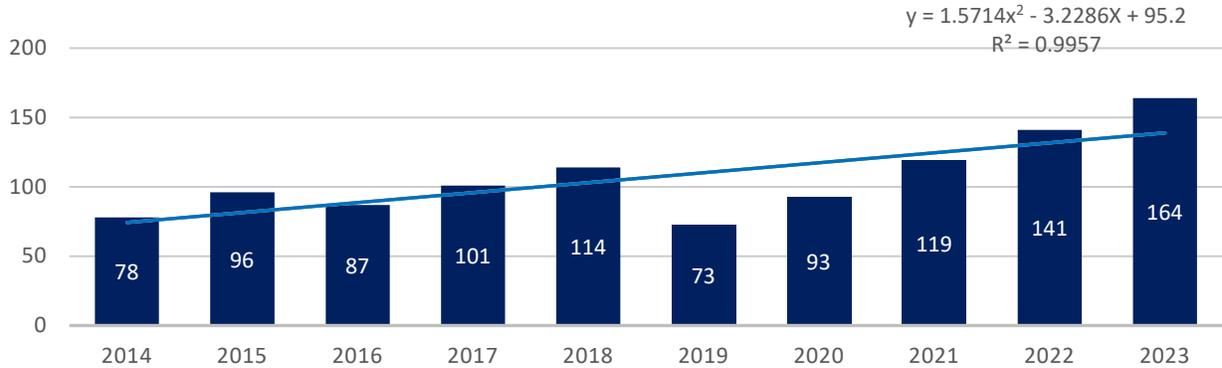
TARGET

TSD established a target to reduce the number of drivers 20 or younger involved in fatalities under the projected 151 (2023 Projected Annual) by 2023.

PERFORMANCE MEASURE C-10: NUMBER OF PEDESTRIAN FATALITIES (FARS)

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|---------------------------------------|--------------------|----------------|-------------------|-------------------|
| C-10) Number of pedestrian fatalities | Annual | 118 | 2019 | 164 |



Pedestrian Fatalities with Annual Trend Line and Five Year Equation
 Source: 2014-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average pedestrian fatalities has regularly increased. Using the five year average prediction method and polynomial modeling (R2 0.9957), TSD projected the annual number of pedestrian fatalities to be 164 by 2023 and calculated a rolling average for the period of 2019-2023 to be 118.

Indiana sets performance targets with the intent to affect contributing and primary factors. Since 2019, pedestrian fatalities increased annually at average rate of 20 per year or at a rate of 21%. Using a linear projection of this trend and an increase of 20 per year for the years 2022 and 2023 the outcome arrived at the stated target of 164 in 2023.

During the first six (6) 2022, Indiana recorded a 22.64% increase in pedestrian fatalities for the same period of 2021. Applying this rate of increase to the FY22 performance target would project a total number of fatalities in 2022 of 128. This number of 128 would exceed the five year rolling average of projected for 2023 of 118. For this reason, Indiana determined the five year rolling average for pedestrians to be unrealistic and selected the annual target number as reasonable to goal to reduce the rate of increase to a number less than 164 annually.

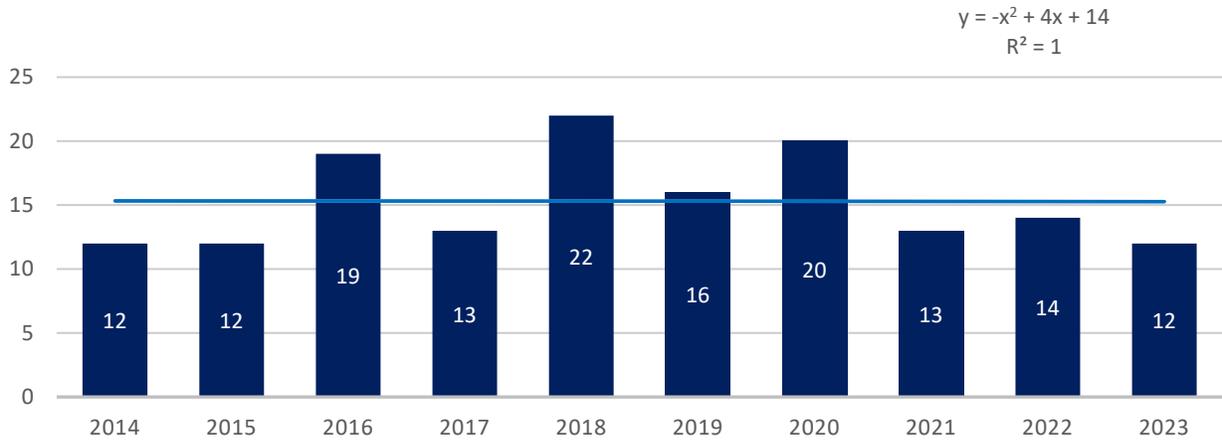
TARGET

TSD established a target to reduce the pedestrian fatalities under the projected 164 (2023 Projected Annual) by 2023.

PERFORMANCE MEASURE C-11: NUMBER OF BICYCLIST FATALITIES

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| C-11) Number of bicyclists fatalities (FARS) | 5 Year Average | 15 | 2018 | 15 |



Bicycle Fatalities with Annual Trend Line and Five Year Equation
 Source: 2014-19, FARS; 2020, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of annual traffic fatalities of bicycle fatalities has remained consistent over the past few years. Using the five year average prediction method and polynomial modeling ($R^2 = 1$), TSD projected the annual number of bicyclist fatalities to be 12 by 2023 and calculated a rolling average for the period of 2019-2023 to be 15.

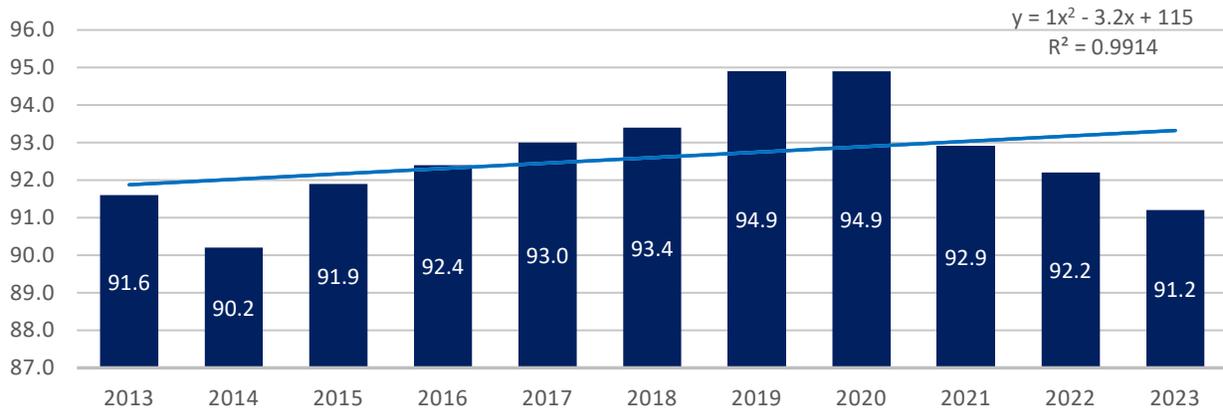
TARGET

TSD established a target to reduce the bicyclist fatalities under the projected 15 (2019-2023 Projected Rolling Average) by 2023.

PERFORMANCE MEASURE B-1: OBSERVED SEATBELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (ANNUAL SURVEY)

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (Survey) | 5 Year Average | 93.2 | 2021 | 93.2 |



Observed Seat Belt Usage Rate (%) with Annual Trend Line and Five Year Equation

Sources: Indiana - Indiana Roadside Observational Survey of Safety Belt Use, Center for Road Safety, Purdue University

PERFORMANCE TARGET JUSTIFICATION

The rate of observed seat belt usage in Indiana has declined since 2019 during the 2020 pandemic. The rate for 2020 was carried forward utilizing a CARES Act Waiver, and the survey was completed in 2021. Using the annual actual method and polynomial modeling (R² 0.9914), TSD projected the observed seat belt usage rate to be 91.2% in 2023 and calculated a rolling average for the period of 2019-2023 to be 93.2%.

TARGET

TSD established a target to increase the observed seat belt use for passenger vehicles above the projected 93.2% (2019-2023 Projected Rolling Average) by 2023.

PERFORMANCE MEASURE A-5: CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|---|--------------------|----------------|-------------------|-------------------|
| Children aged 15 and under killed in traffic collisions | 5 Year Average | 34 | 2018 | 34 |



Children Aged 15 and Under Killed in Traffic Collisions with Annual Trend Line and Five Year Equation
 Source: 2016-20, FARS; 2021, ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the 5-year rolling average of annual traffic fatalities of bicycle fatalities has remained consistent. Using the five year average method and polynomial modeling ($R^2 = 1$), TSD projected the annual number of children aged 15 and under killed in traffic collisions to be 33 and calculated a rolling average for the period of 2019-2023 to be 34.

Child traffic collision fatalities have witnessed several spikes over the past few years. Using the annual actual method and polynomial modeling ($R^2 = 1$), TSD projected the 2023 rate of children aged 15 and under killed in traffic collisions to be 33.

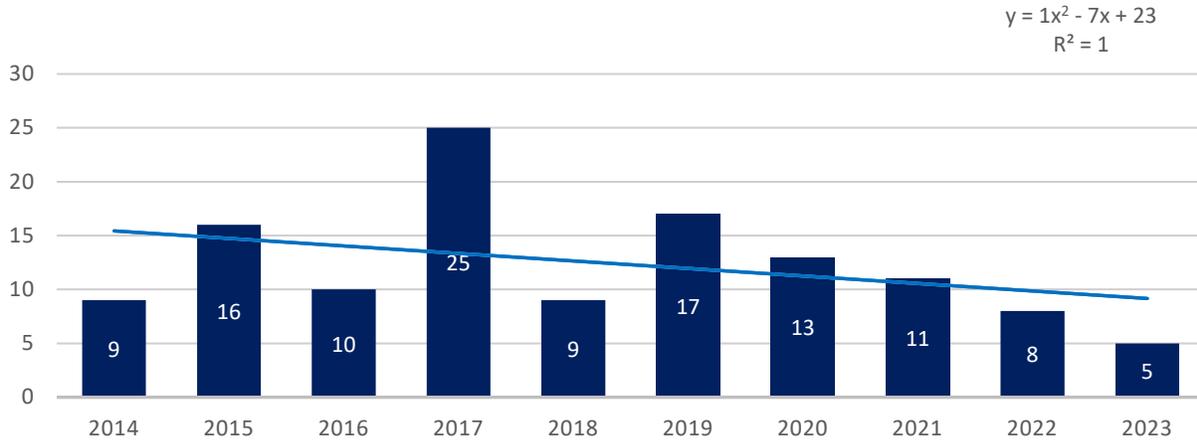
TARGET

TSD established a target to reduce Children aged 15 and under fatalities under the projected 34 (2019-2023 Rolling Average) by 2023.

PERFORMANCE MEASURE CPS-1: CHILDREN AGED 7 AND UNDER KILLED IN TRAFFIC COLLISIONS

Performance Target Details

| Performance Target | Target Metric Type | 5-Year Average | Target Start Year | 2023 Target Value |
|--|--------------------|----------------|-------------------|-------------------|
| Children aged 7 and under killed in traffic collisions | Annual | 11 | 2018 | 11 |



Children Aged 7 and Under Killed in Traffic Collisions with Annual Trend Line and Five Year Equation
Source: ARIES

PERFORMANCE TARGET JUSTIFICATION

Since 2019, the five year rolling average for Children aged 7 and under involved in traffic collision fatalities have trended downward over time. Using the annual actual method and polynomial modeling ($R^2 = 1$), TSD projected the 2023 rate of children aged 7 and under killed in traffic collisions to be 5.

TARGET

TSD set the target to reduce the children aged 7 and under fatalities under the projected 11 (2019-2023 Rolling Average) by 2023.

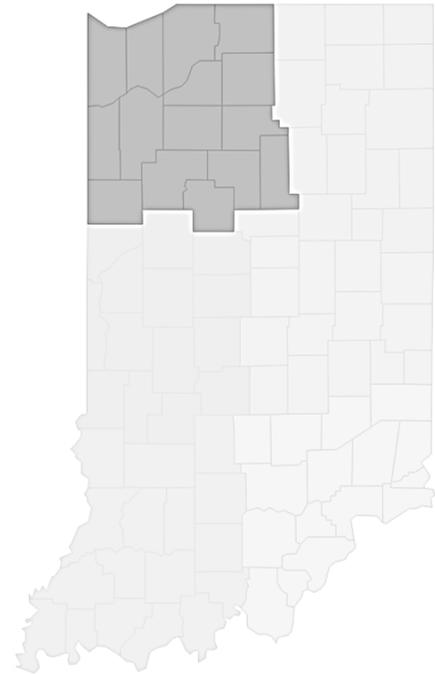
| Performance Target Update: FY22 HSP Indiana 2022 Highway Safety Plan Performance Metric Targets | | | | | |
|--|---------------|----------------|-----------------------|-----------------------|------------------------------|
| Performance Measure | Target Period | Target Year(s) | Target Value FY22 HSP | FY22 Progress Results | On Track to Meet FY21 Target |
| C-1) Total Traffic Fatalities | 5 year | 2015-2019 | 876.0 | 501 | No |
| C-2) Serious Injuries in Traffic Crashes | 5 year | 2015-2019 | 2998.2 | 1,876 | In-Progress |
| C-3) Fatalities/VMT | 5 year | 2015-2019 | 1.076 | 1.072 | In-Progress |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | Annual | 2020 | 335 | 101 | In-Progress |
| C-5) Alcohol-Impaired Driving Fatalities | Annual | 2020 | 229 | 27 | In-Progress |
| C-6) Speeding-Related Fatalities | Annual | 2020 | 234 | 113 | In-Progress |
| C-7) Motorcyclist Fatalities | 5 year | 2017-2021 | 138 | 33 | In-Progress |
| C-8) Un-helmeted Motorcyclist Fatalities | Annual | 2020 | 138 | 21 | In-Progress |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes | 5 year | 2017-2021 | 97 | 35 | In-Progress |
| C-10) Pedestrian Fatalities | Annual | 2017-2021 | 105 | 76 | In-Progress |
| C-11) Bicyclist Fatalities | 5 year | 2017-2021 | 20 | 0 | Yes |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | 5 year | 2019 | 95.1% | 92.9% | No |
| A-1) Fatalities Per 100 Million Vehicle Miles Traveled – Rural | Annual | 2020 | 1.88 | - | In-Progress |
| A-2) Fatalities Per 100 Million Vehicle Miles Traveled – Urban | Annual | 2017-2021 | 0.76 | - | In-Progress |
| A-3) Motorcycle Fatalities Per 100k Registrations | 5 year | 2017-2021 | 53.1 | - | In-Progress |
| A-4) Rate of .08+ BAC Impaired Driving Fatalities Per 100 Million Vehicle Miles Traveled | 5 year | 2017-2021 | 53.1 | - | In-Progress |
| A-5) Children aged 15 and under killed in traffic collisions. | Annual | 2020 | 42 | 17 | Yes |
| IN-1) Children aged 7 and under killed in traffic collisions. | Annual | 2020 | 17 | 6 | In-Progress |

All performance metric targets reflect a current numerical value for progress towards meeting FY21 established goals. The charts in the next section reflect changes within each traffic safety region.

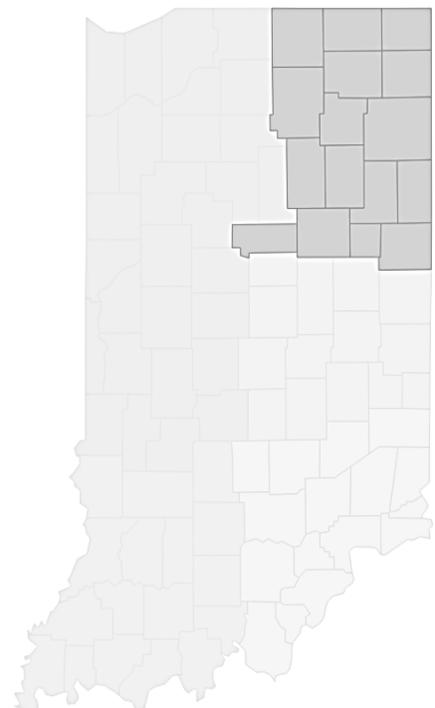
PERFORMANCE UPDATE BY TRAFFIC SAFETY REGION

Items reflected in red are metrics where Indiana is currently not on track to meet established targets, as the metric has exceeded 50% of the established target within six months. Targets in green are metrics where Indiana is currently on track to meet the established target for FY22.

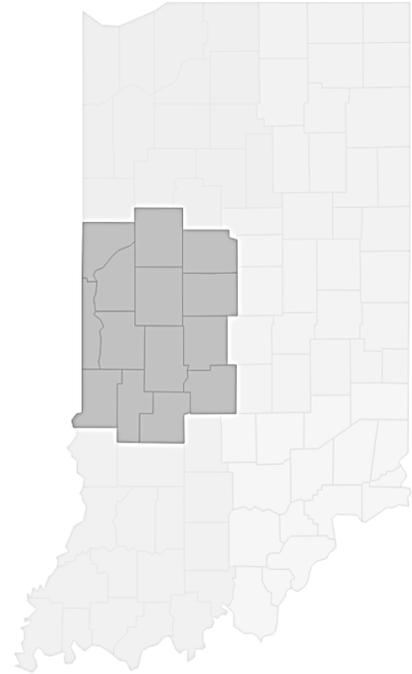
| Region One Totals | | |
|---|------|------|
| Performance Measure | FY21 | FY22 |
| Traffic Fatalities | 211 | 108 |
| Incapacitating Injuries | 1014 | 323 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 57 | 23 |
| Fatalities Involving Driver or Operator with .08 BAC or Above | - | - |
| Speeding Related Fatalities | 42 | 32 |
| Total Motorcycle Fatalities | 20 | 5 |
| Unhelmeted Motorcycle Fatalities | 15 | 3 |
| Drivers Aged 20 and Under Involved in Fatal Crashes | 26 | 5 |
| Pedestrian Fatalities | 26 | 15 |
| Bicyclists and Other Cyclists Fatalities | 2 | 0 |
| Children Aged 15 and Under Killed in Traffic Collisions | 7 | 7 |



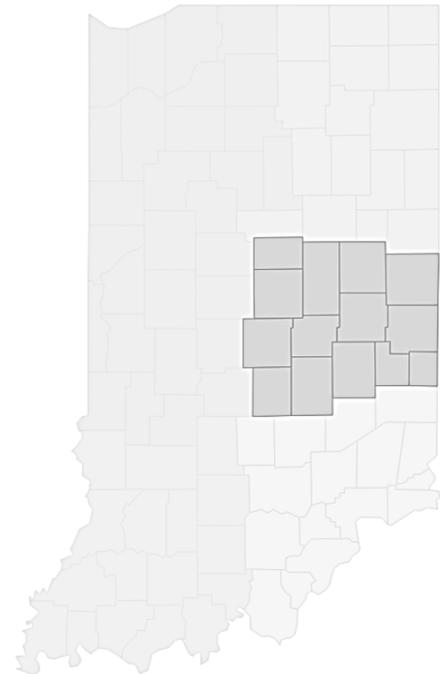
| Region Two Totals | | |
|---|------|------|
| Performance Measure | FY21 | FY22 |
| Traffic Fatalities | 171 | 95 |
| Incapacitating Injuries | 699 | 326 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 53 | 19 |
| Fatalities Involving Driver or Operator with .08 BAC or Above | - | - |
| Speeding Related Fatalities | 41 | 20 |
| Total Motorcycle Fatalities | 21 | 10 |
| Unhelmeted Motorcycle Fatalities | 14 | 7 |
| Drivers Aged 20 and Under Involved in Fatal Crashes | 21 | 8 |
| Pedestrian Fatalities | 17 | 16 |
| Bicyclists and Other Cyclists Fatalities | 5 | 0 |
| Children Aged 15 and Under Killed in Traffic Collisions | 11 | 4 |



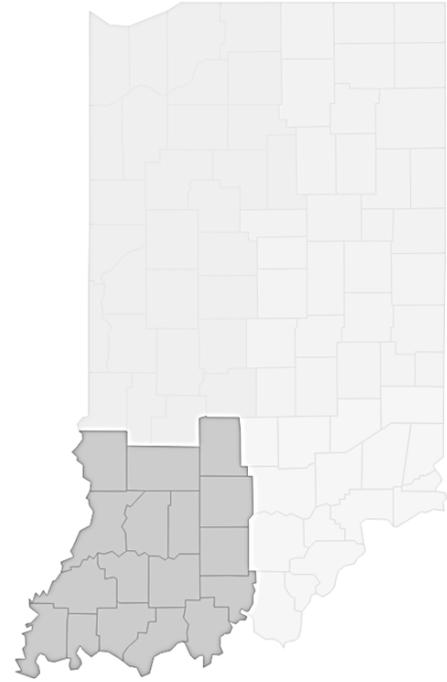
| Region Three Totals | | |
|---|------|------|
| Performance Measure | FY21 | FY22 |
| Traffic Fatalities | 103 | 52 |
| Incapacitating Injuries | 509 | 204 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 27 | 7 |
| Fatalities Involving Driver or Operator with .08 BAC or Above | - | - |
| Speeding Related Fatalities | 26 | 12 |
| Total Motorcycle Fatalities | 14 | 3 |
| Unhelmeted Motorcycle Fatalities | 6 | 3 |
| Drivers Aged 20 and Under Involved in Fatal Crashes | 15 | 6 |
| Pedestrian Fatalities | 14 | 3 |
| Bicyclists and Other Cyclists Fatalities | 1 | 0 |
| Children Aged 15 and Under Killed in Traffic Collisions | 9 | 0 |



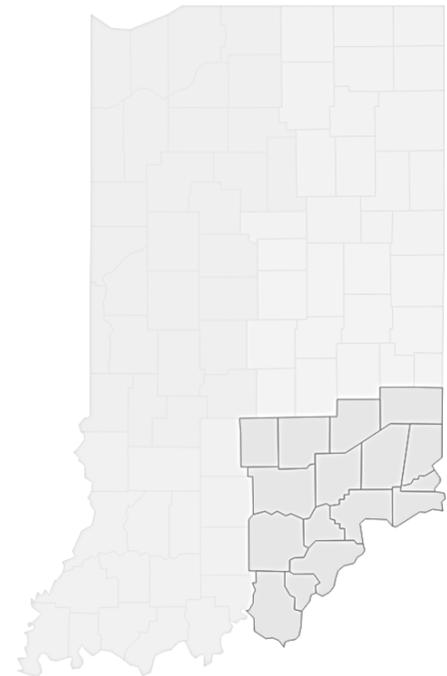
| Region Four Totals | | |
|---|------|------|
| Performance Measure | FY21 | FY22 |
| Traffic Fatalities | 281 | 146 |
| Incapacitating Injuries | 1480 | 626 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 89 | 31 |
| Fatalities Involving Driver or Operator with .08 BAC or Above | - | - |
| Speeding Related Fatalities | 56 | 32 |
| Total Motorcycle Fatalities | 59 | 8 |
| Unhelmeted Motorcycle Fatalities | 37 | 5 |
| Drivers Aged 20 and Under Involved in Fatal Crashes | 40 | 9 |
| Pedestrian Fatalities | 45 | 33 |
| Bicyclists and Other Cyclists Fatalities | 4 | 0 |
| Children Aged 15 and Under Killed in Traffic Collisions | 6 | 5 |



| Region Five Totals | | |
|---|------|------|
| Performance Measure | FY21 | FY22 |
| Traffic Fatalities | 77 | 40 |
| Incapacitating Injuries | 434 | 175 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 26 | 7 |
| Fatalities Involving Driver or Operator with .08 BAC or Above | - | - |
| Speeding Related Fatalities | 20 | 5 |
| Total Motorcycle Fatalities | 9 | 2 |
| Unhelmeted Motorcycle Fatalities | 6 | 3 |
| Drivers Aged 20 and Under Involved in Fatal Crashes | 9 | 3 |
| Pedestrian Fatalities | 7 | 4 |
| Bicyclists and Other Cyclists Fatalities | 1 | 0 |
| Children Aged 15 and Under Killed in Traffic Collisions | 1 | 1 |



| Region Six Totals | | |
|---|------|------|
| Performance Measure | FY21 | FY22 |
| Traffic Fatalities | 78 | 60 |
| Incapacitating Injuries | 485 | 222 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 17 | 14 |
| Fatalities Involving Driver or Operator with .08 BAC or Above | - | - |
| Speeding Related Fatalities | 13 | 12 |
| Total Motorcycle Fatalities | 8 | 5 |
| Unhelmeted Motorcycle Fatalities | 5 | 0 |
| Drivers Aged 20 and Under Involved in Fatal Crashes | 11 | 4 |
| Pedestrian Fatalities | 10 | 5 |
| Bicyclists and Other Cyclists Fatalities | 0 | 0 |
| Children Aged 15 and Under Killed in Traffic Collisions | 1 | 0 |



FY 2023

Indiana Criminal Justice Institute

PLANNING & ADMINISTRATION

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

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

PLANNED ACTIVITY

PLANNED ACTIVITY: PLANNING AND ADMINISTRATION

Planned activity number: 2023-00-PA-01

Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

The project funds the planning and operations of the Traffic Safety Division, for areas not specific to program management. This includes the salary, benefits, and travel along with travel to conferences and trainings related to traffic safety programming for the Traffic Safety Director, Assistant Director, Traffic Records Analyst and Planner, and Statewide Services Program Manager. The ICJI Executive Director, Chief of Staff, Legal Staff, Communications Director, and fiscal staff will also bill direct hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support, and In-direct Costs are included in the budget for this project. The Traffic Safety Division Director will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

Highway Safety Office Program Management will be a functional area of responsibility of the Traffic Safety Director and Statewide Services Program Manager. Each will oversee necessary tasks, projects, and programs for the successful operation of the SHSO.

LINKAGE BETWEEN PROGRAM AREAS

This activity will help the state achieve all performance measurement targets.

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively. ICJI must also identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Planning and Admin | \$505,000 | \$505,000 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI - TSD

FY 2023

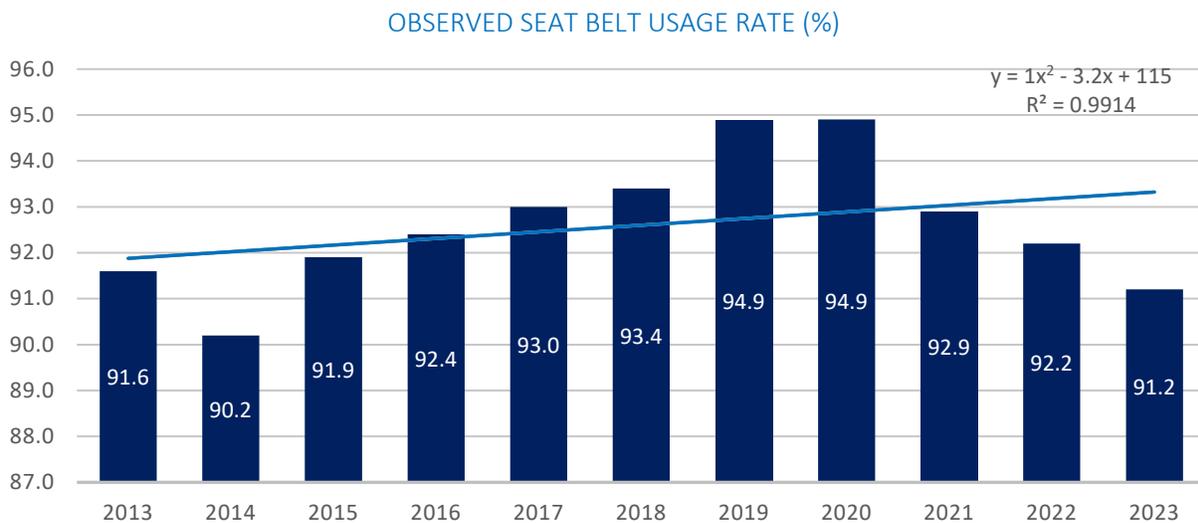
Indiana Criminal Justice Institute

OCCUPANT PROTECTION

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

The analysis of crash and traffic-related data and the identified trends aid in determining specific geographical locations within the state where problems are overrepresented and how program areas will be addressed. Funding priority will be assigned to programs that represent the potential to have the greatest impact on reducing injuries and fatalities due to not wearing seat belts and synergizing dangerous driving behaviors.

The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed above in the planning process, and the analysis of crash records for both primary and contributory factors from categories of driver behavior, environmental, and vehicle categories. Data factors such as, roadway type, time of day, day of the week and driver demographics aid further aid in identifying magnitude, trend and characteristics.



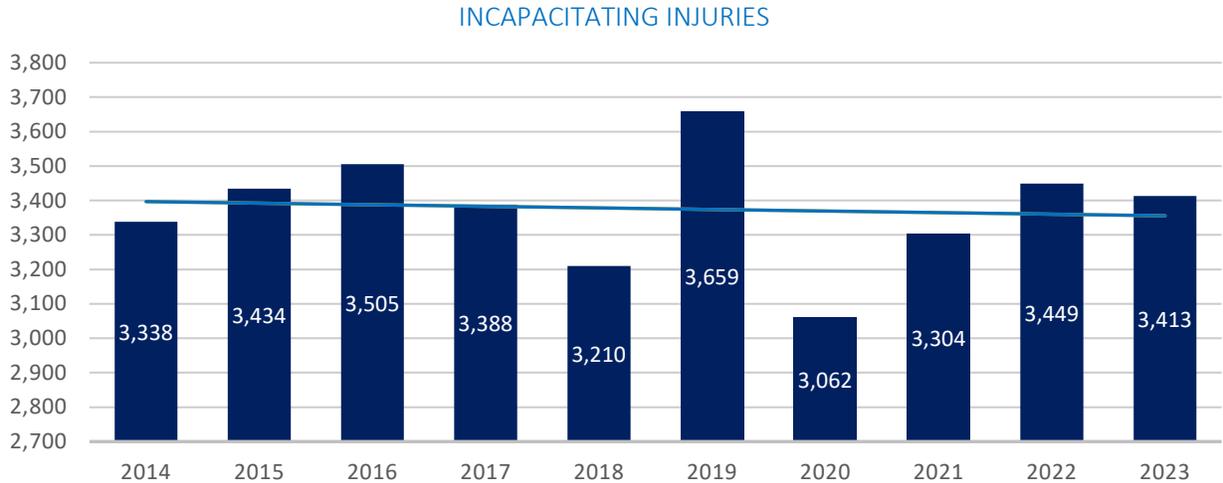
Source: Annual Survey, Purdue CRS, ** CARES Act Waiver: 2020, 2022-2023 Projected

Comprehensive analysis of Indiana crash reports completed by the IU Public Policy Institute Assist provided the following specifics regarding occupant protection during 2020 in Indiana.

Of the 253,702 passenger vehicle occupants were reported to be involved in Indiana traffic collisions; 87% were wearing seat belts. Involving fatal crashes, 56% (334 out of 597) of passenger vehicle occupants killed in crashes were not wearing seat belts. Unrestrained passenger car occupants' crashes were 8 times more likely to be killed than occupants who were wearing seat belts with unrestrained pickup truck occupants were 12 times more likely to be killed.

Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants with approximately 40% of individuals killed in the front passenger seat and 55% of individuals killed in the rear seating positions were not properly restrained. Approximately 40% of individuals sustaining an incapacitating injury were unrestrained during 2019.

Additionally, approximately 47% of drivers killed in passenger vehicles were not properly restrained. Speeding is also listed as a factor in an average of 16% of unrestrained fatalities. Over the last five years an average of 54% of speed-related fatalities were unrestrained, indicating a strong relationship between speeding a seat belt use.

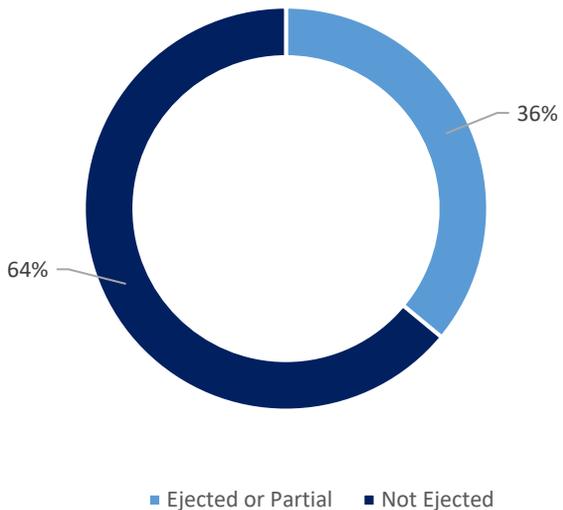


Source: ARIES

As a continuing mission, TSD seeks to increasing seat belt usage across the state, research demonstrates that efforts should be focused on certain demographics such as age, gender, and vehicle type.

OCCUPANTS EJECTED - UNRESTRAINED FATALITIES

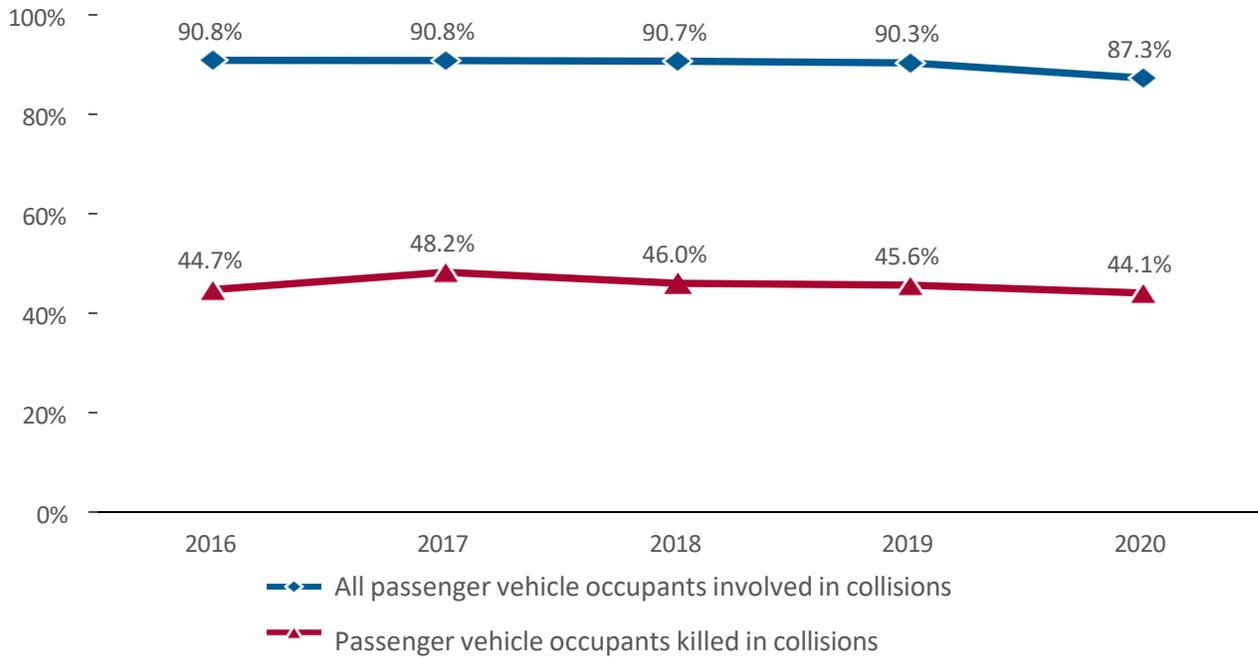
ARIES data shows of those killed in 2020 collisions, restraint use –among passenger vehicle (including passenger cars, pickup trucks, SUVs, and vans occupants—was lowest in the 45-54 age group (31%), followed closely by the 21-24 age group (33%).



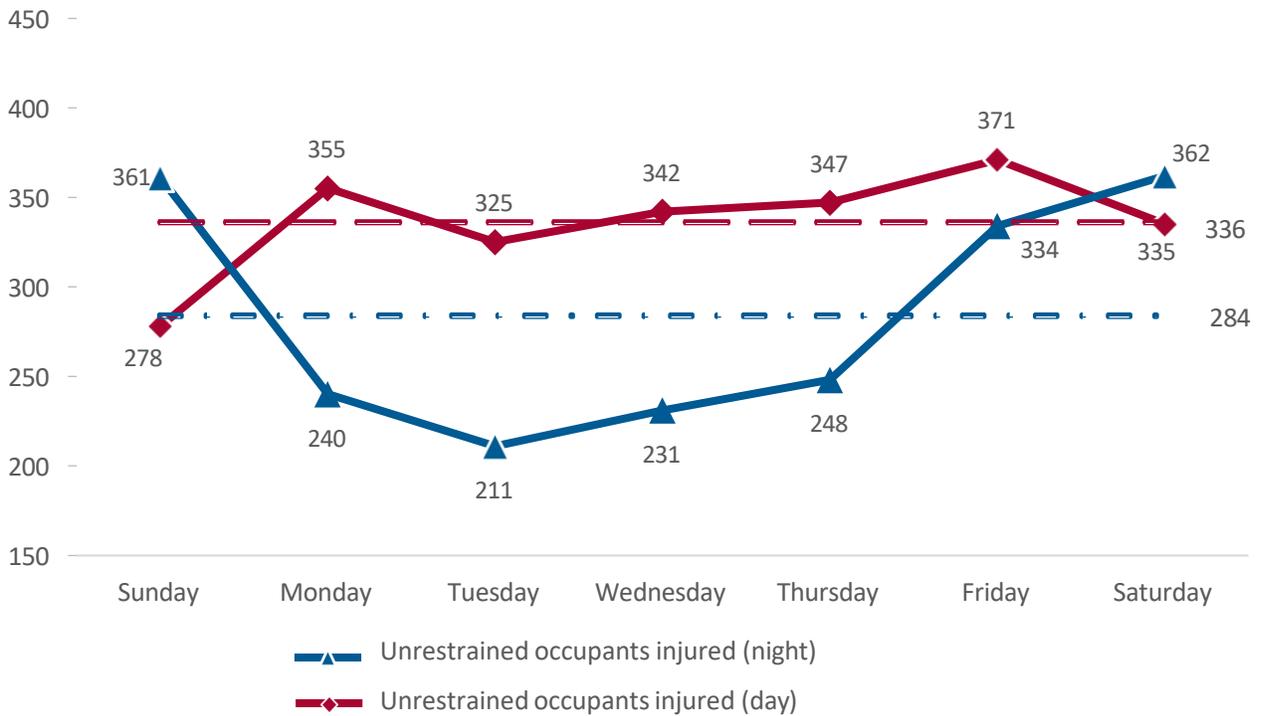
Male drivers in the 25- to 34-years old age category represent the highest proportion of passenger vehicle drivers in crashes not wearing a seat belt. The proportion of unrestrained passenger vehicle occupants involved in collisions was highest in rural areas (17%) and lowest in suburban locales (10%).

Data shows that seatbelt usage in 2020 tended to be lowest in the west central and southern regions of Indiana in proportion to the total number of crashes within these regions.

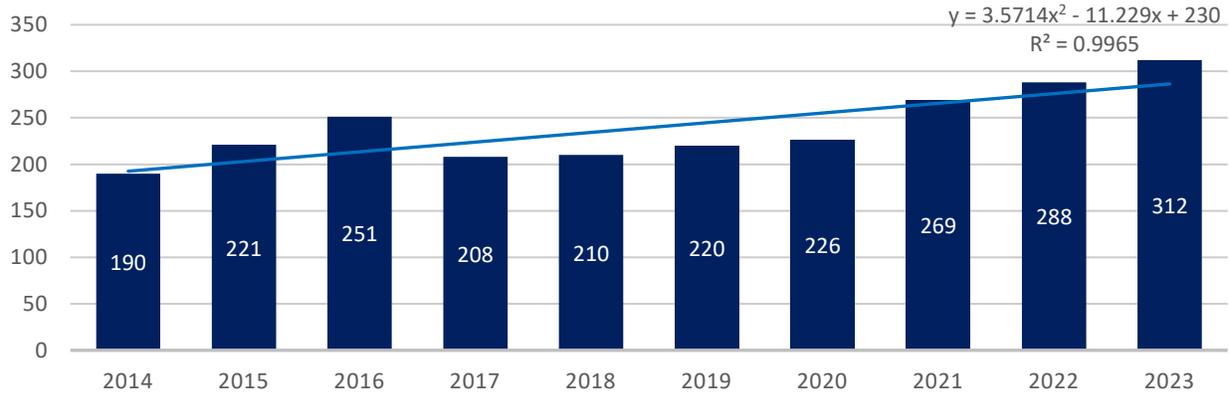
SEAT BELT USE AMONG PASSENGER VEHICLE OCCUPANTS INVOLVED IN INDIANA COLLISIONS, BY INJURY STATUS, 2016–2020



UNRESTRAINED COLLISIONS PER COUNTY (LEFT) AND UNRESTRAINED COLLISIONS PER 10,000 POPULATION (RIGHT) IN 2020

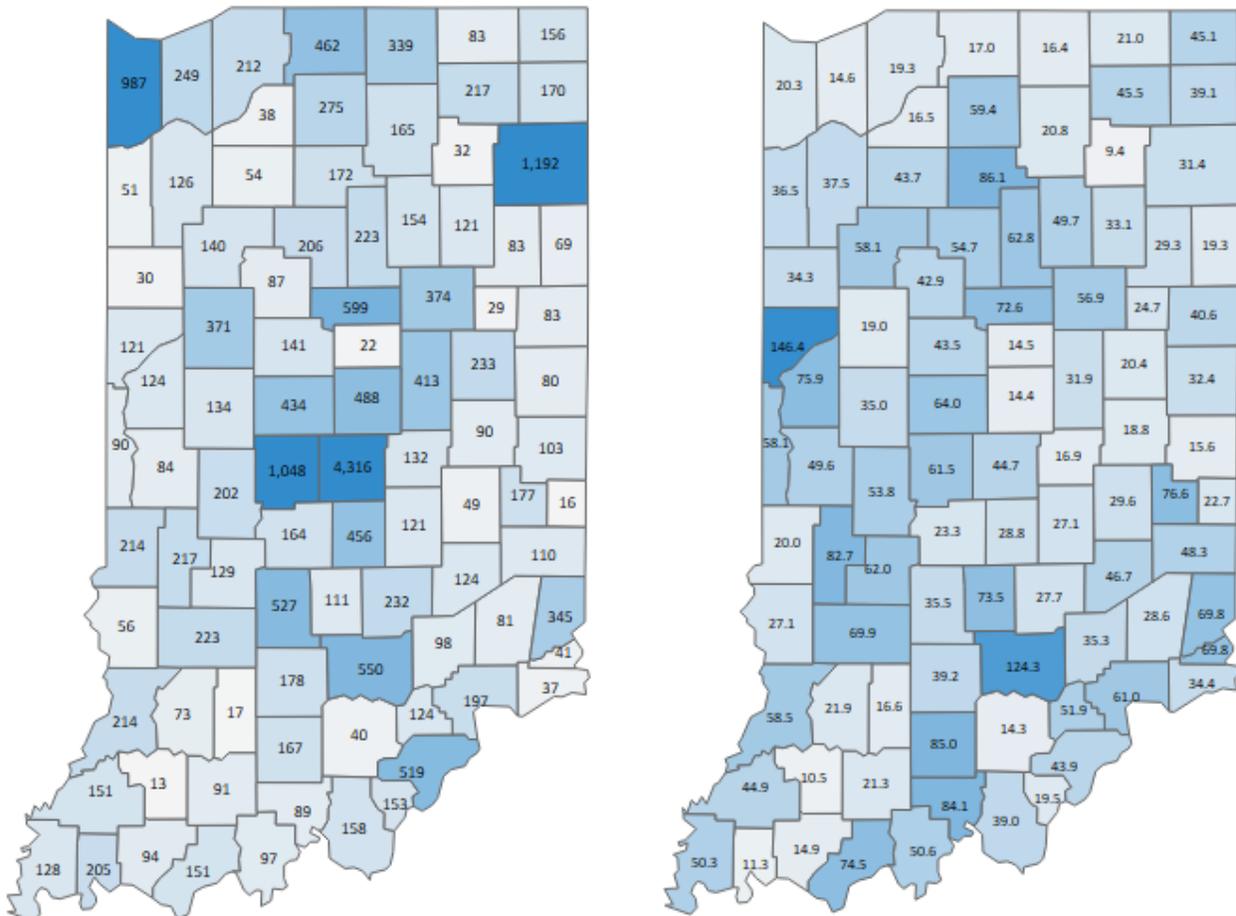


UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES



Source: 2014-19, FARS; 2020, ARIES, 2022-2023 Projected Outcomes

UNRESTRAINED COLLISIONS PER COUNTY (LEFT) AND UNRESTRAINED COLLISIONS PER 10,000 POPULATION (RIGHT) IN 2020

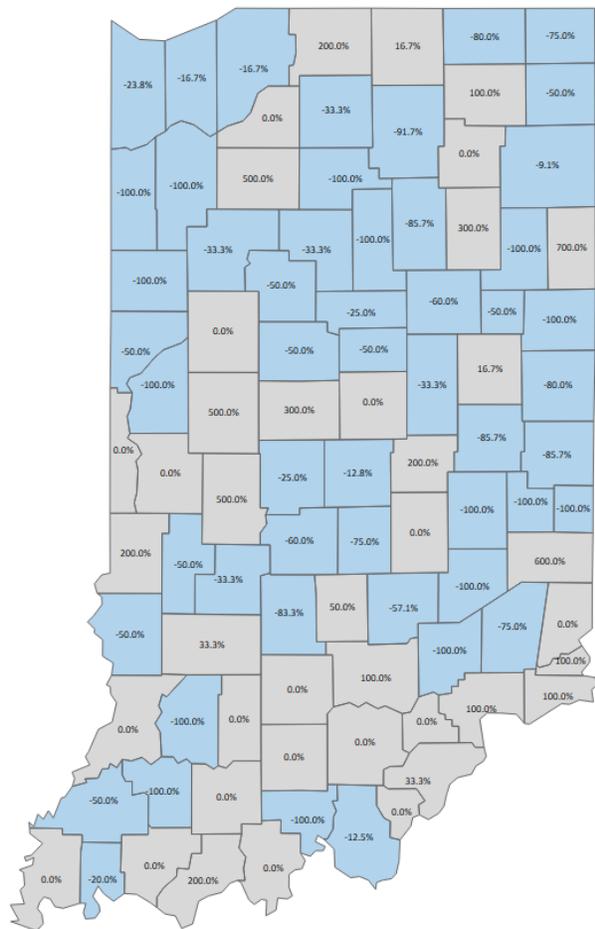


Source: ARIES

COUNTIES RECEIVING CITLI FUNDING
IN 2021
(Blue Funded, Gray Non-Funded)

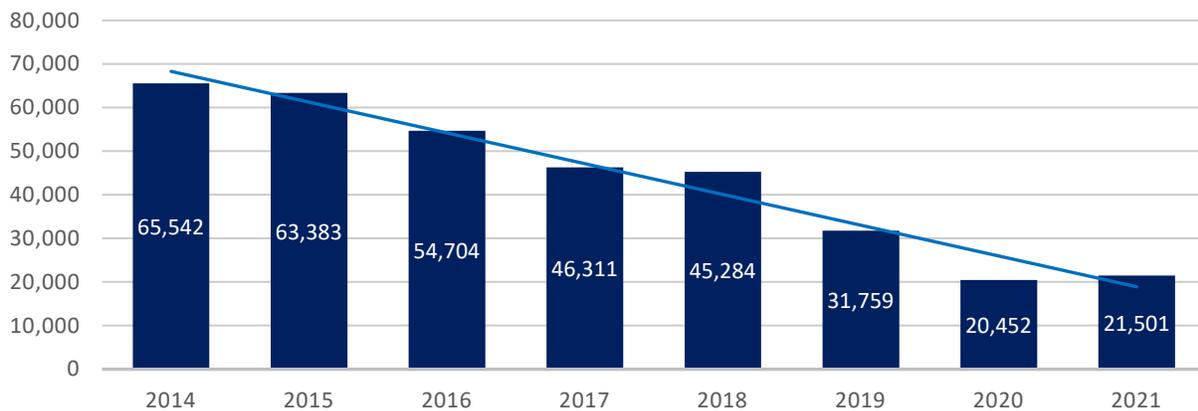


PERCENT OF CHANGE FOR
INDIVIDUALS KILLED IN TRAFFIC
COLLISIONS FROM FY2016 TO FY2020



Source: OPO Database; ARIES

NUMBER OF SEAT BELT CITATIONS DURING GRANT FUNDED ENFORCEMENT



Source: OPO Database

Compared with 2015 (221), 2018 (210) saw a 5% decrease in the number of unrestrained passenger vehicle occupant fatalities. In 2018 Indiana met the established target for unrestrained fatalities (211) and met the state's target for observed seatbelt usage rate, before a rebound to 2018 levels in 2019 with 220 unrestrained fatalities. In 2019 an examination was completed to evaluate for any significant correlation of unrestrained fatalities regarding resident versus non-resident. It was determined that there was no significance in resident versus non-resident with 19 unrestrained fatalities being non-residents to Indiana. We expect FARS to report an increase for 2020 to 292 unrestrained fatalities. The five-year mean for unrestrained passenger vehicle occupant fatalities from 2016-2020 is 236.



Figure 1. INDOT districts map

Seat belt citations issued are trending downward since 2015, with 31,759 citations written during funded activities in 2019, a 45% decrease from 2015. In 2015, the average number of seat belt citations written per hour was 1.50 and in 2019 this number to 2.10 seat belt citations written per hour. Fewer hours being worked, rather than more citations being written prevented a decrease in the citation(s) per hour ratio.

In 2020 there was an average of 1.04 seat belt citations per hour during grant funded enforcement, with a reduction in the number of hours of enforcement decreasing by 21%. This number remained unchanged in 2021 at a rate of 1.03, with limited improvement in hours worked by law enforcement. The COVID 19 Pandemic of 2020 significantly impacted this decrease as many departments were restricted from performing proactive traffic enforcement. Greater emphasis on unrestrained enforcement is needed with a need for more enforcement hours and an increase focus on seat belts during enforcement hours.

SPEEDING, IMPAIRED DRIVING AND RESTRAINT USE

Between 2016 and 2020, rates of unrestrained injuries in Indiana collisions were consistently higher in vehicles with a driver who was speeding and in vehicles with an impaired driver. In 2020, rates of unrestrained injury among all individuals involved in crashes (15.9 per 1,000) were more than three times higher among occupants in vehicles with a driver who was speeding (60.0) and nearly six times higher with impaired drivers (88.0).

SECONDARY COLLISIONS

In 2019 there were 3,081 collisions labeled as secondary collisions, which resulted in 39 fatalities. Improvement was observed in 2020 with secondary crashes reduced to 2,406 and fatalities reduced to 28. Often those involved in a secondary collision are too distracted by looking at a collision scene to prevent their own collision. In 2019 there were 203 primary crashes on interstate roadways in Indiana that exhibited an impact of at least 2 hours on traffic and one or more secondary crashes. Table 1 summarizes these identified incidents by INDOT district for the period January 1 – December 31, 2019.

In 2020, there were 191 primary crashes on interstate roadways in Indiana that exhibited an impact of at least 2 hours on traffic and one or more secondary crashes, Table 2 summarizes these identified incidents by INDOT district for the period January 1 – December 31, 2020.

| Table 1. Summary of Incidents for 2019 | | | | | |
|--|---------------------------------|-----------------------------------|---------------------------------------|--------------------------------------|--------------------------|
| District | Total Number of Primary Crashes | Total Number of Secondary Crashes | Number of Incidents with Road Closure | Avg. Road Closure Time (when closed) | Avg. Event Duration Time |
| Crawfordsville (CRW) | 27 | 50 | 9 | 4h 12m | 4h 29m |
| Fort Wayne (FTW) | 29 | 39 | 10 | 2h 09m | 3h 44m |
| Greenfield (GRN) | 49 | 86 | 13 | 2h 12m | 3h 40m |
| La Porte (LAP) | 75 | 156 | 13 | 2h 10m | 5h 23m |
| Seymour (SEY) | 21 | 24 | 11 | 2h 05m | 3h 26m |
| Vincennes (VIN) | 2 | 3 | 1 | 5h 45m | 4h 34m |
| Statistics for All Districts | 203 | 358 | 57 | 3h 05m | 4h 13m |

| Table 2. Summary of Incidents for 2020 | | | | | |
|--|---------------------------------|-----------------------------------|---------------------------------------|--------------------------------------|--------------------------|
| District | Total Number of Primary Crashes | Total Number of Secondary Crashes | Number of Incidents with Road Closure | Avg. Road Closure Time (when closed) | Avg. Event Duration Time |
| Crawfordsville (CRW) | 23 | 51 | 8 | 6h 58m | 6h 24m |
| Fort Wayne (FTW) | 12 | 23 | 5 | 1h 39m | 3h 29m |
| Greenfield (GRN) | 109 | 258 | 15 | 1h 39m | 4h 16m |
| La Porte (LAP) | 25 | 46 | 8 | 1h 59m | 4h 8m |
| Seymour (SEY) | 20 | 42 | 3 | 1h 2m | 3h 38m |
| Vincennes (VIN) | 2 | 5 | 2 | 1h 28m | 5h 9m |
| Statistics for All Districts | 191 | 425 | 41 | 2h 28m | 4h 31m |

Graphical heatmaps were developed using traffic speeds from probe vehicle data (1, 2) overlaid with crash data from the Automated Reporting Information Exchange System (ARIES) (3) to identify incidents and their impact on interstates. The heatmaps are generated by aggregating speeds reported on roughly 1-mile segments on the interstates, by direction of travel over 15-minute intervals. The y-axis represents mile marker location on a roadway and the x-axis represents time of day. Figure 2 illustrates a heatmap color-coded by traffic speeds between mile markers (MM) 150 and 180 on I-65 in the south bound direction on September 12, 2019.

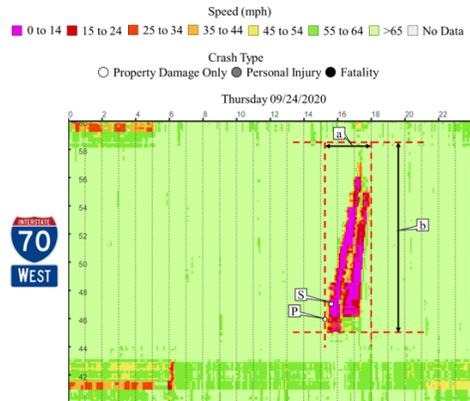


Figure 1. Traffic speed heatmap between Mile Marker 40 and Mile Marker 60 on I-70 WB Callout (a): Event duration time = 2hrs 44 mins (from 3:16 PM to 6:00 PM) Callout (b): Approximately 12-mile long queue impacting traffic

Crash data classified by severity type (property damage only PDO, personal injury PI and fatality F), location and time are extracted from ARIES crash reports and overlaid on heatmaps to understand the impact of the incident on the interstate traffic. Officer narratives and visual inspection of heatmaps (for example, back of queue) are used to classify the crashes into primary and secondary.

Figure 1 illustrates a heatmap color-coded by traffic speeds between mile markers (MM) 40 and 60 on I-70 in the west bound (WB) direction of travel on September 24, 2020. At milepost 45.9 at 3:16 PM, a vehicle traveling WB swerved to miss a semi, over corrected and crashed. This incident is identified as the primary crash by callout P on Figure 1.

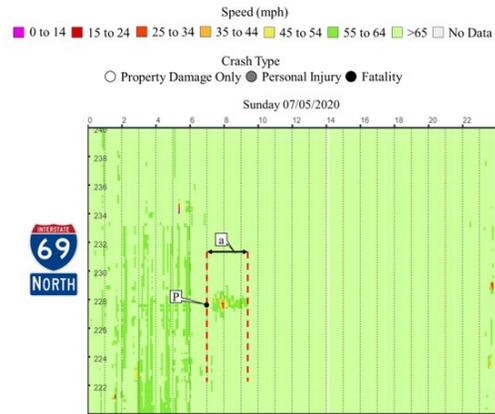


Figure 2. Traffic speed heatmap between Mile Marker 220 and Mile Marker 240 on I-69 NB
Callout (a): Event duration time = 2hrs 25 mins (from 7:00 AM to 9:25 AM)

A significant impact on traffic was seen by an approximately 12-mile-long queue (callout b). A secondary crash (callout S) occurred at the back of queueing traffic at around 3:39 PM, causing a trailer and grass surrounding the roadway to catch on fire. The approximate duration of queued traffic was 2 hours and 44 minutes (callout a). Figure 2 illustrates a heatmap color-coded by traffic speeds between MM 220 and 240 on I-69 in the north bound (NB) direction of travel on July 5th, 2020. At milepost 227.6 at 7:00 AM (callout P), a vehicle ran off the edge of the road and oversteered, causing it to roll over multiple times before arriving at final rest in a ditch and causing fatal injuries to the driver. This primary crash resulted in no secondary crashes and caused minor impact to traffic speed reductions for a period of 2 hours and 25 minutes.

An Unmanned Aerial System (UAS) was employed by public safety in order to document the July 5, 2020, crash scenes (Figure 2). The resulting Orth mosaic generated using these UAS images is shown in Figure 3. The locations at which the vehicle initially departed from the roadway before crossing both lanes of NB traffic and stopping at its final rest position have also been shown using callouts. NB lanes of traffic were able to be quickly reopened while the UAS captured the scene above ground.

The relatively minor impact on traffic can be observed in Figure 2 where traffic speeds dipped below 45 mph for a very short period of time before returning to free flow conditions. In summary, there was significant traffic congestion (12-mile queue) and a secondary crash associated with the September 24, 200 crash (Figure 1). No UAS was used to map that crash. In contrast, approximately 1000 feet of an I-69 crash scene was mapped on July 5, 2020, with no lane closure and minimal impact on traffic (Figure 2).

PLANNED ACTIVITIES

PLANNED ACTIVITY: OCCUPANT PROTECTION PROGRAM MANAGEMENT

Planned activity number: 2023-00-PM-03

Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

This project provides funding for program managers to coordinate and oversee the occupant protection initiatives occurring in their assigned region(s). The program management responsibilities include monitoring sub-grantee compliance, performance, promoting education, and enforcement of occupant protection laws. Funds are used for the salary, benefits, and travel costs to conferences and trainings. The diversity of cross-trained regional program managers allows for enhanced flexibility within the TSD.

PROJECT SAFETY IMPACTS

Occupant Protection Program Management is a functional responsibility of each regional program managers' duties. Each program manager will oversee the occupant protection grants for their region(s). The program managers will work with each region and regional specialists to lower their unrestrained collisions and increase the number of occupant protection related citations through grant funding.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist the program managers in collaboration with the LELs, in identifying these counties and providing in-person as well as in-office help to their region(s). Working together the program managers will assist the entire state in reaching performance target C-1, C-2, C-3, C-4.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds for this countermeasure will support the regional program managers monitoring of the occupant protection grants. This countermeasure strategy provides program management to facilitate enforcement for the national mobilizations. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-------------------------|---------------|-------------|---------------|
| 402 | Police Traffic Services | \$100,000 | \$20,000 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD**PLANNED ACTIVITY: STATEWIDE TRAINING**

Planned activity number: 2023-00-FL-16

Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

This project provides for an annual statewide training and collaboration for all sub-grantees and potential sub-grantees, including the annual Indiana Traffic Safety Conference (ITSC). Local communities attend these trainings as part of the TSD's collaboration with the local communities. This assures the presence of active voice in the development, initiation, and implementation of the programs for which funds apportioned under Section 402, 405 and 164 are expended. Trainings are minimally provided in the six separate regions of the state to allow for maximum attendance.

Topics covered include problem identification development, grant management, fraud prevention, legal and/or legislative updates, available funding, training opportunities, and best practices. These events are planned to occur during Quarter 1 and 2 of each FY prior to the development of the HSP for the forthcoming FFY. This project additionally provides for a formally structured performance recognition of traffic safety efforts as permitted by specific NHTSA guidance for performance recognition. The Traffic Safety Division Director will provide oversight and monitoring of this project.

The statewide Traffic Safety Conference is funded through this project. The conference also serves as the annual refresher and skills proficiency for DRE Officers along with SFST and DRE Instructors. Participants are not charged a fee for attendance and topics include all focus areas of traffic safety to further reinforce the comprehensive theme to maximize positive traffic safety.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in the delivery of training and education to officers and collaborators around the state the program managers in collaboration with the LELs, in identifying these counties and providing in-person as well as in-office help to their region(s). Working together the program managers will assist the entire state in reaching performance target C-1, C-2, C-3, C-4.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds for this countermeasure will support the regional program managers monitoring of the occupant protection grants. This countermeasure strategy provides program management to facilitate enforcement for the national mobilizations. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-------------------------|---------------|-------------|---------------|
| 405D - FLEX | Police Traffic Services | \$80,000 | \$20,000 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD

PLANNED ACTIVITY: CLICK IT TO LIVE IT; SLOWER SPEEDS AND SEAT BELTS SAVE LIVES

Planned activity number: 2023-00-00-07

Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD provides funds to local law enforcement agencies to conduct high visibility enforcement during four specific mobilization periods, supported by sustained enforcement throughout the year to reinforce voluntary compliance with traffic laws. Prior performance, events, use of high-visibility enforcement and education/outreach techniques are reviewed and approved by the program manager prior to funding.

Click It to Live It (CITLI) is Indiana's primary seat belt and aggressive driving enforcement program as part of Indiana's Comprehensive Highway Injury Reduction Program (CHIRP). CHIRP provides for a comprehensive approach to evidence-based traffic safety enforcement programs at the local level. All CITLI participating agencies must work two national mobilizations: Safe Family Travels and Click it or Ticket CIOT, and two statewide mobilizations. A minimum of 40 percent of grant funds are to be spent during mobilizations periods with an expected equal amount of 10 percent per mobilization, the remaining 60 percent can be used for sustained enforcement as determined by the local agencies, based on local traffic data and community events. Additional restrictions guiding performance may be applied at time of sub-award to promote HVE enforcement during the mobilization periods.

In Indiana over 50% of collisions involving unrestrained passenger vehicle occupants occurred between 12 PM and 6 PM, with a three-hour peak period 3:00 p.m. and 5:59 p.m. During the Click it or Ticket national mobilization all grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.) to directly support the efforts of nighttime seat belt enforcement. Indiana's DUI Taskforce operations begin at 6:00 p.m. and augment nighttime seat belt enforcement through HVE while patrolling for impaired drivers, issuing over 750 citations for seat belt in FY2021.

Regional training is conducted annually where local community representatives are engaged in discussion and collaboration with TSD Staff. One objective of listening for learning is to identify and strategize how to address the highway safety problem at the local level. Applicants utilize county specific

data reflecting traffic collisions and injuries to set performance targets and outcome measures. This improves efficiency and allows for data-driven decisions. All programs have a zero-tolerance policy requiring an enforcement citation, not a warning whenever impaired driving, passenger restraint violations.

Sub-grantees are required to report fiscally and programmatically on a quarterly basis in the IntelliGrants system within 30 days of the end of each FFY quarter. Sub-grantees receiving more than \$100,000 in awarded funds will be required to report monthly in the IntelliGrants System. Sub-grantees are also required to report all enforcement within 20 days of the end of the enforcement period in ICJI’s OPO database. Though CITLI is primarily a combination of seat belt, speed, and impaired driving enforcement, seat belt enforcement remains the top priority. Applicants can additionally request funding to address other high-risk driving behaviors, should their local data indicate sufficient problem ID.

Sub-grantees for this project are permitted time for administrative functions of this award such as planning and reporting at an amount no more than 10 percent of the total award for CHIRP functions. Within this time agencies are encouraged for officers to conduct public education and outreach at structured events within their community.

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

PROJECT SAFETY IMPACTS

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and three statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. Indiana uses this countermeasure and the CLITLI Program as the primary source to satisfy the 402 share to local requirement. This countermeasure compliments others in the occupant protection program area, with high visibility reminding drivers to wear seat belts and community outreach and education working to affect behavior, with a second modality to create sustained behavior modification.

LINKAGE BETWEEN PROGRAM AREA

High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seat belt. This will provide support to the state in reaching performance targets C-1, C-2, C-3, C-4, B-1,

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

| | |
|------------|--|
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.8% (2019 – 2023 rolling average) by 2023. *All State Data |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing the number of citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-------------------------|---------------|-------------|---------------|
| 402 | Police Traffic Services | \$2,800,000 | \$700,000 | \$2,800,000 |

INTENDED SUB-RECIPIENTS: Local County and Municipal Law Enforcement Agencies

PLANNED ACTIVITY: VISIBLE SPEED ENFORCEMENT TEAMS (VSET)

Planned activity number: 2023-00-00-14

Countermeasure Strategy: HVE Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD provides funds to local law enforcement agencies to conduct high visibility enforcement for sustained enforcement to reinforce voluntary compliance and behavior modification. Events and enforcement techniques will be reviewed and approved by the program manager prior to funding. VSET is part of Indiana’ Comprehensive Highway Injury Reduction Program (CHIRP) obtaining a comprehensive application that focuses on multiple traffic safety problem identifications to facilitate participation and synergize compliance.

The Visible Speed Enforcement Teams project promotes the use of multi-officer initiatives among law enforcement agencies to reduce injuries and fatalities related to speed related crashes. ICJI will identify innovative proposals demonstrating use of high visibility enforcement of speed violations, multi-officer/multi-vehicle patrols, saturation patrols, and other high visibility enforcement strategies to facilitate speed enforcement and voluntary compliance with speed regulations.

Applicants utilize county specific data reflecting speed related traffic collisions, injuries, and fatalities to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. Enforcement is limited to roadway types that are two or more lanes and more than one direction. This

roadway description narrows the scope of enforcement to more urban areas where speed related crashes increased in 2020 and 2021. Patrols are required to use three or more officers during the dedicated enforcement patrol to assure HVE is accomplished within the specific section of roadway. The assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

High visibility enforcement has demonstrated to be a proven countermeasure on reducing aggressive and dangerous driving. The Visible Speed Enforcement Teams program is a speed enforcement specific program as part of the Comprehensive Highway Injury Reduction Program (CHIRP) to supplement efforts of Click it To Live it as the primary occupant protection program for Indiana. This program is intended to decrease fatalities and injuries related to speed in Indiana. This countermeasure compliments others affecting behavior with a second modality to create sustained behavior modification.

LINKAGE BETWEEN PROGRAM AREA

High Visibility Enforcement during grant funded activity will discourage violations of the law prohibiting the operation of a motor vehicle in a reckless, aggressive, or dangerous manner. This will provide support to the state in reaching performance targets C-1, C-2, C-3, C-6.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-6 | Speeding-Related Fatalities To reduce speeding-related fatalities under the projected from projected 236 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” of HVE Saturation Patrols for combating aggressive and dangerous driving. These funds are necessary to help reduce our speed related fatalities and increase citations. Driver awareness of enforcement will provide increased general deterrence of aggressive and dangerous.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-------------------------|---------------|-------------|---------------|
| 402 | Police Traffic Services | \$700,000 | \$175,000 | \$300,000 |

INTENDED SUB-RECIPIENTS: Local County and Municipal Law Enforcement Agencies, Indiana State Police

PLANNED ACTIVITY: YOUNG OPERATOR DRIVING EDUCATION & LEARNING (YODEL)

Planned activity number: 2023-00-00-06

Countermeasure Strategy: HVE Enforcement, Sustained Enforcement, Teen Safety Program

PLANNED ACTIVITY DESCRIPTION

Young Operator Driver Education and Learning (YODEL) aims to connect law enforcement with young drivers and parents to promote education on Indiana's Graduated Driver's License laws. Enforcement will occur in and around school zones and activities where young drivers are likely to congregate and travel outside of hour restrictions or without the necessary six months of licensing to onboard passengers.

Sub-grantees are directed to conduct enforcement patrols at times and days of the week where young driver operations are at their highest. In addition to patrols the project allows for recipients to conduct education programs for young drivers including how to interact with law enforcement during traffic stops, the dangers of speeding, proper vehicle maintenance procedures to avoid vehicles become disabled at roadside.

Recipients will use data to specifically build and deliver education programs regarding seat belt use in all seating positions, dangers of speeding by inexperienced operators, and distracted driving. Funding is additionally used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Funding may be used to staff education events at school events to promote the interaction with parents of young drivers, and hands on driver education training events such as Rule the Road. Assigned program managers will provide oversight and monitoring of this project.

Education on interaction with law enforcement is a component of BIL and incorporating interaction with law enforcement such as safe place to pull over (right side versus left side of the roadway), and proper interaction are connected to secondary crashes from improper stopping when signaled by law enforcement, Indiana begins this process in FY23 with young drivers. This program is a community education program and designed to work synchronously with the Rule the Road Program to support the attendance of officers in facilitating the program in their communities.

PROJECT SAFETY IMPACTS

Restricted hours of operation are a law component within Indiana law for newly licensed operators. Crash data represents a higher occurrence of fatal crashes for all age groups during weekend periods during these periods of restricted travel. The linkage to young drivers is the concurring periods of operation creating a higher risk during these time periods. Enforcement of the restricted time periods removes the drivers from the roadways during these increased periods of risk. Drivers aged 20 and under are projected to increase by 58% by 2023 from 2019 level of 94, with a sustained five-year average over the last seven years of greater than 100. A projected number of 151 fatalities represents 16.8% of the projected 894.2 fatalities in the five year rolling average.

The sustained enforcement strategy is utilized to promote compliance following education. Data shows that often rural counties have more unrestrained collision per 10,000 population than many urban counties. This is a dedicated project to develop skill sets to facilitate safe interactions with law enforcement during traffic stops, reduce the number of young drivers involved fatalities, and reduce the number of crashes where occupants age 20 and under are involved in crashes.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in providing for sustained enforcement outside of the national blitz periods. This will drive the “police are everywhere” general deterrence for the motoring public. This countermeasure strategy is not part of the national mobilizations. This countermeasure strategy was selected due to unrestrained fatalities occurring throughout the year. There is a need for seat belt enforcement to continue throughout the year to decrease this number. This will help the state in meeting performance targets C-1, C-2, C-3, C-4, C-9, B-1.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.8% (2019 – 2023 rolling average) by 2023. *All State Data |
| C-9 | Drivers Age 20 or Younger involved in Fatal Crashes To reduce drivers age 20 and younger involved in fatal crashes from projected number 151 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

In 2019, there were 470 fatalities in rural Indiana (61% of all fatalities), and 37.4% of rural fatalities were unrestrained. In 2020, there were 524 fatalities in rural Indiana (58% of all fatalities), and 15.4% of rural fatalities were unrestrained. The funds will assist in providing an additional mobilization for rural Indiana counties with support for sustained enforcement. Driver awareness of continued enforcement will provide increased general deterrence of graduated driver’s license and unrestrained driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Teen Safety Program | \$80,000 | \$20,000 | \$0 |

INTENDED SUB-RECIPIENTS: Local County and Municipal Law Enforcement Agencies

PLANNED ACTIVITY: LAW ENFORCEMENT LIAISONS

Planned activity number: 2023-00-00-34

Countermeasure Strategy: Community Traffic Safety Programs

PLANNED ACTIVITY DESCRIPTION

Active law enforcement participation in traffic safety enforcement programs is a proven method to reduce traffic related fatalities. The TSD plans to conduct eight (8) mobilization campaigns, within CHIRP for occupant protection, impaired driving and speed enforcement. These campaigns include Click It or Ticket, Drive Sober or Get Pulled Over and the national holiday travel enforcement campaign. The TSD also conducts statewide mobilizations near St. Patrick’s Day as a Dangerous Driving Campaign. Active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LELs).

This project provides funding for six (6) regional LELs who are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and facilitating effective accurate traffic safety programs and policies. Each year, LELs conduct desk and on-site monitor of their assigned law enforcement agencies’ compliance with state and federal guidelines. LEL’s review of programmatic and fiscal reporting for completeness and accuracy prior to submission by law enforcement recipients. The LELs also help their assigned agencies with the coordination of media events during eight (8) overtime mobilization enforcement periods (this includes four national and four statewide mobilizations) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, professional development and supplies required to complete the duties as assigned. During the month of June annual, LEL’s are deployed across the state to conduct the observed seat belt use surveys as roadside observers to fulfill Indiana’s compliance with the annual seat belt use survey. The Traffic Safety Assistant Division Director (TSADD) will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

The LELs provide support to police departments, by providing them with guidance and monitoring of grant activities. They also notify departments in their region about new grant opportunities they are eligible to apply for. LELs are the first line compliance monitors for traffic safety grants management. This countermeasure and planned activity assist the others, by providing external agency support to police departments applying for occupant protection and other grants and provide data analysis information specific to each county.

LINKAGE BETWEEN PROGRAM AREA

The funds will be used to assist LELs to provide law enforcement agencies information about high collision areas. The LELs will be able to work closely with those agencies that receive CHIRP funds which will help Indiana meet the unrestrained fatality target for FY 2023. The travel funds are monitored to assure necessary and reasonable onsite support to agencies in need. This will provide support to the state in reaching performance targets C-1, C-3, C-4, B-1.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |

| | |
|------------|--|
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.2% (2019 – 2023 rolling average) by 2023. *All State Data |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds provide for LELs who will provide law enforcement agencies information about high collision areas. This countermeasure was selected as LELs are regionally based and in connection with local level barriers affecting law enforcement agencies. The six regions each have a liaison. This allows law enforcement agencies to have access to a person familiar with their geographical region and challenges who is experienced with law enforcement specific tasks.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------------|---------------|-------------|---------------|
| 402 | Community Traffic Safety Project | \$495,000 | \$123,750 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD

PLANNED ACTIVITY: INDIANA STATE POLICE: ENHANCED TRAFFIC OPERATIONS PROGRAMMING (ETOP)

Planned activity number: 2023-00-00-12

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

PLANNED ACTIVITY DESCRIPTION

Funding is provided to ISP to enforce occupant protection, speeding, and dangerous driving traffic violations. Troopers conduct saturation patrols to combat dangerous driving, seat belt violations, speed violations and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of four separate projects:

- » Combined Accident Reduction Effort (CARE): Targets peak holiday travel periods on major roadways.
- » Click it to Live it: Target’s occupant protection violations, speed, and dangerous driving.
- » Selective Traffic Enforcement Project (STEP): Targets all crash causation violations on all roads, except interstates.
- » Visible Speed Enforcement Teams (VSET): Speed specific enforcement on two or more lane roadways.

All programs have a zero-tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. During the National Click it or Ticket (CIOT) Mobilization for seat belt enforcement at

least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). ISP directs enforcement concentration within each enforcement district utilizing crash data.

The ISP participates and supports the National Mobilization for Impaired Driving through the ISP DUIEP Project. The ISP provides a strategic operations plan with the identified areas of enforcement for each performance reporting period. ISP is required to report fiscally and programmatically on a quarterly basis in the IntelliGrants System. They are also required to report all enforcement within 20 days of the end of each month or National Mobilization Period to ICJI’s OPO database. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Funding additionally provides for, training on traffic safety techniques and current methods, mileage, travel, and speed timing devices to improve ISP’s ability to measure speed violations and take enforcement action. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and two statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. This countermeasure includes participation in the national mobilizations as well as creating additional statewide mobilizations. This countermeasure compliments others in the occupant protection program area, with use of high visibility enforcement to remind drivers to wear seat belts and the other countermeasure focus on enforcement all year round.

LINKAGE BETWEEN PROGRAM AREA

High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seat belt. This will provide support to the state in reaching performance targets C-1, C-3, C-4, B-1.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.8% (2019 – 2023 rolling average) by 2023. *All State Data |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of unrestrained driving.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------------|---------------|-------------|---------------|
| 402 | Community Traffic Safety Project | \$800,000 | \$200,000 | \$0.00 |

INTENDED SUB-RECIPIENTS: Indiana State Police

PLANNED ACTIVITY: CRASH MAPPING SECONDARY CRASH REDUCTION (CMAP)

Planned activity number: 2023-00-00-13

Countermeasure Strategy: Distracted Driver, Speed Reduction

PLANNED ACTIVITY DESCRIPTION

The developed protocol can be used for standardized data acquisition, with minimal training, which ensures the quality of the derived products (i.e., scaled ortho-rectified images and 3D models of the crash scene). To date, data processing and reduction activities have been conducted at Purdue University using Pix4D – commercially available SW package. Expanding the use of this technology beyond TCSO throughout the State of Indiana can be achieved through 1) training workshops focusing on system deployment, site preparation, mission planning, flight data acquisition, and flight data download; and 2) development of a common data processing/reduction strategy and delivery of the final products.

One model for data processing and product delivery could be based on providing access to individual police offices throughout the State of Indiana with piX4D license as well as establishing a protocol for data processing, quality control/assessment, and product generation. Another alternative is having a single data processing center that takes care of these activities. The latter model would be more economical (each Pix4D license would cost \$3,400).

Moreover, it would facilitate common processing standards, faster mapping, and consistent product quality (sporadic processing activities would be more time consuming as the individuals would need to be re-acquainted with the data processing steps, which could also lead to inconsistencies in the quality of the delivered products). This proposal aims at establishing a UAS-based data processing center for crash scene documentation.

Timely processing and clearing of complex crash scenes require access to properly trained and proficient investigators. Crash investigators much like Drug Recognition Expert (DRE) Officers must complete specific trainings for certification. Through partnership with the Indiana Association of Certified Accident Investigators, ICJI will facilitate crash reconstruction training to expand the number of certified crash reconstructionist in Indiana, integrating the use of the Indiana Crash Mapping Center at the Purdue University – Joint Transportation Research Program.

PROJECT SAFETY IMPACTS

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

The established protocol includes step-by-step guidelines for system setup, deployment, mission planning, site preparation, pilot training, data transfer, and post-processing. Several case studies have illustrated the reliability of the derived protocol as well as the feasibility of its use for the documentation of day and nighttime crash scenes.

LINKAGE BETWEEN PROGRAM AREA

Traffic queuing from the extended roadway clearance times from significant incidents such as fatalities, hazardous materials, or commercial motor vehicle is a leading cause of secondary crashes. An unknown specific number, but representative portion of the secondary crashes result in a fatality from a non-fatality incident. Applying quick clearance methods will reduce the amount of roadway queuing and in turn reduce the number of secondary collisions. This will assist the state in reaching performance target C-1, C-2, C-3.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2016 – 2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

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

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Roadway Safety | \$550,000 | \$137,500 | \$550,000 |

INTENDED SUB-RECIPIENTS: Purdue University, Indiana Association of Certified Accident Investigators

PLANNED ACTIVITY: SPEED ENFORCEMENT RADAR AND LIDAR

Planned activity number: 2023-00-00-11

Countermeasure Strategy: Speed Enforcement

PLANNED ACTIVITY DESCRIPTION

Speed timing devices will be used as an integrated resource in three HSP projects to necessary speed enforcement equipment. The State establishes for accounting purposes a separate Planned Project

Number of 2023-00-00-11. The equipment stated within this project is incorporated as a function of the planned activities:

- » *INDIANA STATE POLICE: Enhanced Traffic Operations Programming (ETOP)*
Planned activity number: 2023-00-00-12
- » *VISIBLE SPEED ENFORCEMENT TEAMS (VSET)*
Planned activity number: 2023-00-00-14
- » *CLICK IT TO LIVE IT; SLOWER SPEEDS AND SEAT BELTS SAVE LIVES*
Planned activity number: 2023-00-00-07

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during five mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the three state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by each regional program manager prior to funding.

On average, 46 percent of unrestrained fatal collisions list speed as a factor. Speed detection devices are necessary for law enforcement agencies to enforce speed violations and could potentially lead to seat belt enforcement as a secondary. This planned activity will purchase approximately 150 speed detection units (Radar or Lidar) to provide to law enforcement agencies in support of their speed enforcement efforts.

PROJECT SAFETY IMPACTS

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

LINKAGE BETWEEN PROGRAM AREA

This countermeasure strategy is part of the national mobilizations. This planned activity developed due to a need from agencies to have adequate speed detection equipment. ICJI chose this countermeasure strategy, because it enforces speed which was a primary or contributing factor in 201 fatalities in 2019 and a projected 233 in 2021. This program will help the state achieve performance targets C-1, C-3, C-6.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-6 | Speeding-Related Fatalities To reduce speeding-related fatalities under the projected from projected 236 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist law enforcement agencies with access and availability to reliable PBTs. Inadequate, outdated, and those PBT's not regularly verified for accuracy may not provide reliable results identifying alcohol as an impairment factor. To effectively detect, identify, and remove impaired drivers from Indiana roadways quality PBTs are a necessary tool. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Speed Enforcement | \$250,000 | \$62,500 | \$250,000 |

INTENDED SUB-RECIPIENTS: Local City/County Law Enforcement

PLANNED ACTIVITY: TRCC PROCESSES IMPROVEMENT PROGRAM (TRCC-PIP)

Planned activity number: 2023-00-00-45

Countermeasure Strategy: Crash Records Improvement

PLANNED ACTIVITY DESCRIPTION:

The establishment of a statewide Traffic Records Coordinating Committee (TRCC) is a National Highway Traffic Safety Administration recommended practice and required for a state to receive federal funding for traffic records systems under 23 U.S.C. 405(c). The TRCC must be chartered or legally mandated and meet at least three times a year. It must also have a designated coordinator and a multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury data systems; highway safety, infrastructure, law enforcement and adjudication officials; and public health, emergency medical services, injury control, driver licensing and motor carrier agencies.

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, 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 (Task 1). 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.

Task 1: For the TRCC review, the CSI Consultant would examine the most recent TRCC Assessment Report, Traffic Records Strategic Plan, current TRCC structure and membership roster, meeting minutes for the past two years and other relevant documents. The Consultant would also audit (in-person or via telephone) a TRCC meeting and meet one-on-one with the TSD Director, TRCC Coordinator and several members as appropriate to gather background information relevant to the review. The Consultant would leverage resources such as the Federal Highway Administration's *State Traffic Records*

Coordinating Committee Noteworthy Practices Guide, NHTSA's Model Performance Measures for State Traffic Records Systems and GHSA's Management Review Commendations Report to identify opportunities to improve and/or strengthen Indiana's current TRCC.

Task 2: To assess the Traffic Safety Fact Sheets, the Consultant would review several years of Fact Sheets and then meet (in-person or via telephone) with the TSD Director and/or a designee to discuss their purpose, target audience, usefulness, and timeliness. During this discussion, the Consultant would also ask about other data sources and reports that are currently available for use by ICJI and other stakeholders. The Consultant, with ICJI's assistance, would identify and survey current and potential users about the Fact Sheets' utility and value as well as data/information gaps. The Consultant would summarize the interview and survey results, along with the findings of any additional research (i.e., review of other data sources, reports), in a brief and make a recommendation regarding the Fact Sheets' status (i.e., continue, revise, discontinue). The brief would be submitted electronically to the ICJI, and the consultant would be available to meet by phone to answer any questions following its review.

Task 3: To work with the TSD Director, Assistant Director and Traffic Records Analyst and Planner (TRAP) to develop processes and procedures within the TSD to sort, analyze, and compile and present traffic records data in a manner effective for using data to drive traffic safety programming to include evaluation for underserved and overrepresented groups within traffic safety data.

The Consultant work is extended as a project in FY23, after initiation in FY22. Work began with the TSD and the TRCC for task one in FY22. The project was delayed due to staffing changes within the TSD. The Consultant would schedule a kick-off call with the ICJI on a mutually agreed upon date to review and finalize the project scope, request all relevant documentation, and identify potential onsite meeting dates. Following receipt and review of all materials, the consultant would develop interview and survey questions for both tasks and work with the TSDD and/or designee to identify who would be interviewed and/or surveyed. Interviews would be conducted either in-person or by telephone, while the survey would be emailed to the recipients. Both tasks would be completed no more than 60 days following project launch.

Once all research was completed, no more than 45 days later the consultant would draft the Task 1 recommendation report and Task 2 brief and submit both electronically to the ICJI for review and comment. The Consultant would be available for a call at a mutually agreed upon date to address any questions the ICJI may have about both documents. If no call is needed, ICJI would provide electronic feedback to the Consultant within 20 business days of receiving the report and brief. Over the next 15 business days, the ICJI and the Consultant would work to resolve all open questions/issues to produce final documents.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREAS:

This activity will help the state achieve performance measurement targets C-1, C-2, C-3.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2016 – 2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state’s SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Traffic Records | \$80,000 | \$20,000 | \$0 |

INTENDED SUB-RECIPIENTS: GHSA - CSI

PLANNED ACTIVITY: TRAFFIC RECORDS RESEARCH AND ANALYSIS OF DATA (IU-PPI)

Planned activity number: 2023-00-00-43

Countermeasure Strategy: Crash Records Improvement

PLANNED ACTIVITY DESCRIPTION

This project supports services provided by Indiana University’s Public Policy Institute (PPI), including the identification of data inconsistency from lack of completeness of current data fields. Motor vehicle crash trends are developed, and completeness of identified trends are identified, and a baseline established. Currently Indiana is assessing and measuring the number of toxicology results reported when a sample was obtained, the number of surviving and fatally injured drivers tested in fatal crashes, and the timeliness of when these records are updated with toxicology results. The resulting analysis provides for the creation of the Indiana Traffic Safety Fact Sheets, a Strategies for Reducing Traffic Deaths and Injuries Book, and an Indiana County Profiles Book demonstrating quantifiable and measurable improvement to the accessibility of crash records. The fact sheets contain traffic-related data for the following categories: Problem Identification, Impaired Driving, Children, Young Drivers, Speed and Dangerous Driving, Motorcycles, Non-Motorists, Commercial Vehicles, Work Zones, and Occupant Protection. The TSD and TRCC utilizes the accessibility of the analyzed crash data from these publications to help set performance measures and distributes these publications to sub-grantees to incorporate into their grant applications. PPI also provides the TSD with ad hoc data queries when requested. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

Traffic Records analysis provides necessary information in each specific program area and identifies reporting areas of crash records where additional education is needed.

LINKAGE BETWEEN PROGRAM AREAS:

This activity will help the state achieve performance measurement targets C-1, C-2, C-3.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state’s SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. Funding source selection for this project is 402, as the records assess for completeness and accuracy.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Traffic Records | \$300,000 | \$75,000 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana University

PLANNED ACTIVITY: PURDUE UNIVERSITY CENTER FOR ROAD SAFETY (CRS)

Planned activity number: 2023-00-00-44

Countermeasure Strategy: Crash Records Improvement

PLANNED ACTIVITY DESCRIPTION

The Center for Road Safety (CRS) located at Purdue University conducts the annual seatbelt use survey throughout the State on behalf of the TSD. CRS seeks to strengthen injury data throughout the state by tracking the progress of the linkages between crash, EMS, and hospital inpatient/outpatient databases. CRS does not own the information in these three databases; however, they advise the owners of the data about source quality on the results of linking packages. CRS assists ICJI by improving observational seat belt survey designs and training observers on how to correctly obtain data. Once the surveys are complete, CRS analyzes the raw data and provides ICJI with overall seat belt and helmet usage rates and usage rates broken down into regions, vehicle type, gender, race, role (i.e., driver or passenger), and road class.

CRS will continue to update and maintain the developed SNAP road screening tool. This tool allows TSD to quickly screen roads and areas to study distribution of multiple-year crashes in the Indiana road network. The user will be able to select criteria that meet the safety analysis and traffic enforcement needs. The results will include aggregated crash counts and costs on road segments, intersections, and counties. Starting in FY2022 CRS began developing a statistical analysis and research partnership with TSD. CRS will analyze data and look to identify emerging trends that can be utilized as problem ID for future programs. This will include ad hoc data requests as necessary. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREAS

This activity will help the state achieve performance measurement targets C-1, C-2, C-3.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state’s SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Traffic Records | \$325,000 | \$81,250 | \$0 |

INTENDED SUB-RECIPIENTS: Purdue University



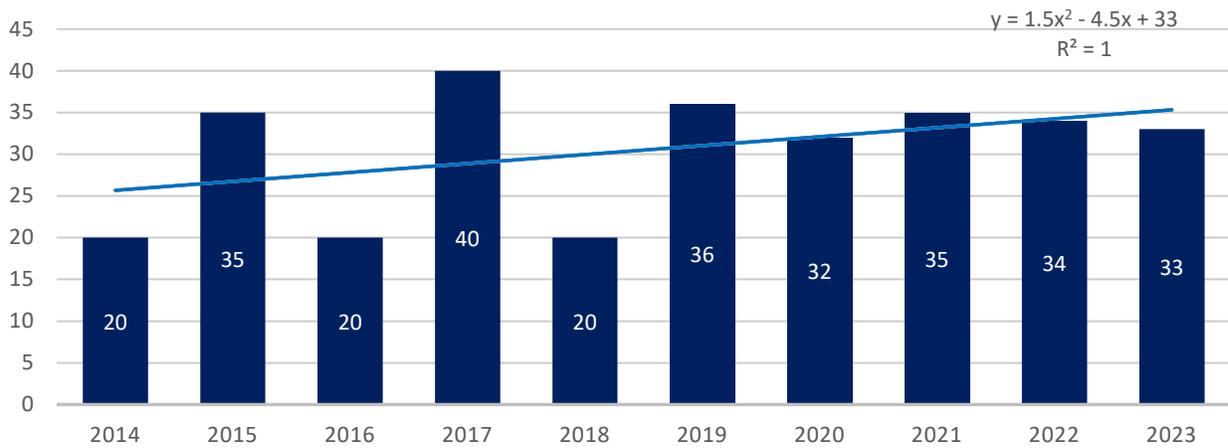
CHILD PASSENGER SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

There was an 8% increase in the number of children (ages 0 to 15 years) killed in traffic collisions from 2021 (35) compared to 2020 (32). Out of the 36 child fatalities in 2019, nine (9) of them were reported to be properly restrained. In 2019, one (1) bicyclist and eight (8) pedestrians from this age group died in collisions.

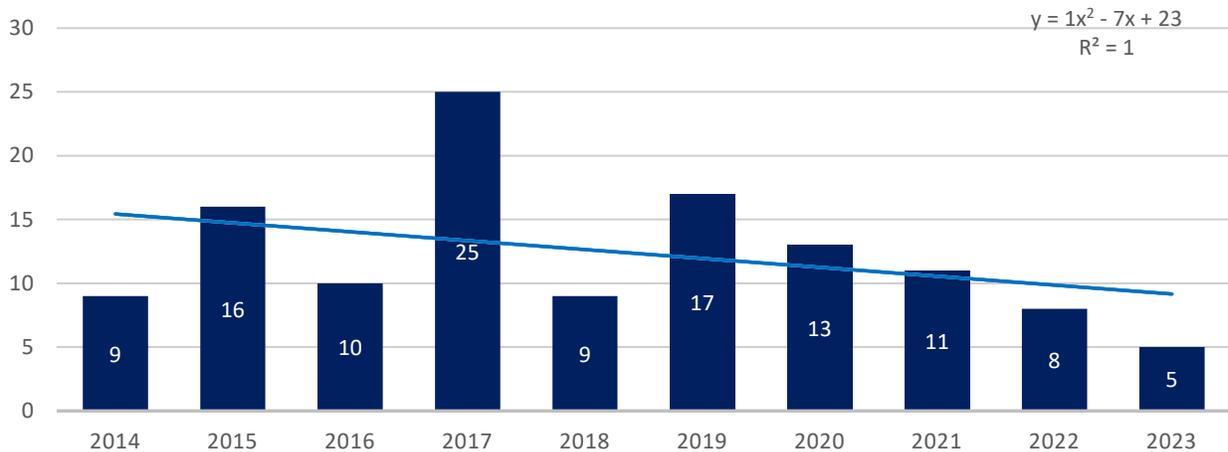
In 2020, a total of 2,055 children ages 0 to 14 were involved in motor vehicle accidents with 27 were killed, representing 3% of all statewide fatalities. Among children killed in crashes in 2020, more than one-third were ages 4–7. Child pedestrians accounted for 110 injuries, 58 incapacitating injuries, and six (6) fatalities. The overall rate of restraint use among children in crashes was 88%, with only 83% of 13–14-year-olds being restrained the lowest amongst child age groups.

CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS



Source: 2014-19, FARS; 2020, ARIES

CHILDREN AGED 7 AND UNDER KILLED IN TRAFFIC COLLISIONS WITH 7-YEAR TREND LINE



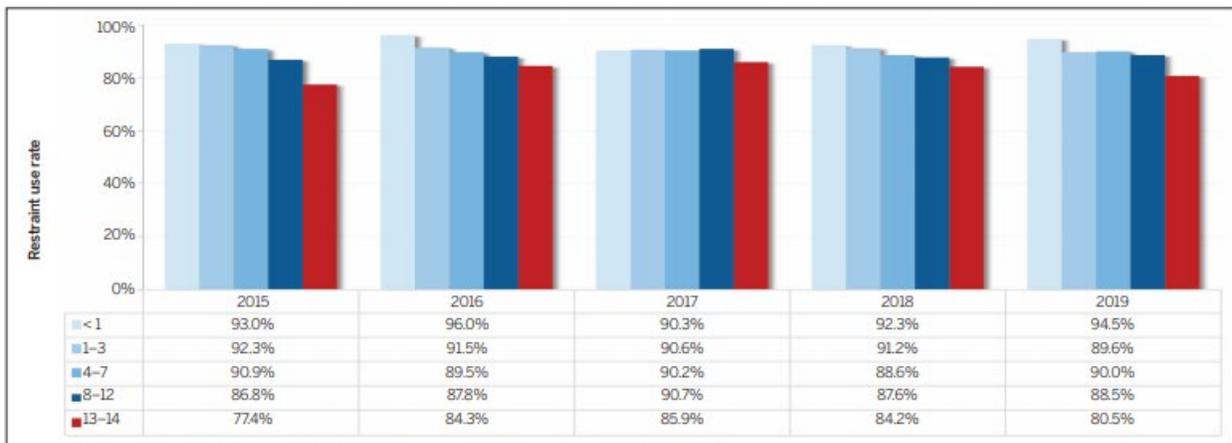
Source: ARIES

CHILDREN INVOLVED IN INDIANA TRAFFIC COLLISIONS, BY INJURY STATUS AND AGE GROUP, 2016–20

| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | | Annual rate of change | |
|------------------------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|-----------------------|---------------|
| | Count | % Total | 2019–20 | 2016–20 |
| All children involved | 3,757 | 100% | 3,640 | 100% | 3,356 | 100% | 3,088 | 100% | 2,270 | 100% | -26.5% | -11.8% |
| <1 | 177 | 5% | 207 | 6% | 147 | 4% | 138 | 4% | 113 | 5% | -18.1% | -10.6% |
| 1–3 | 529 | 14% | 482 | 13% | 495 | 15% | 441 | 14% | 299 | 13% | -32.2% | -13.3% |
| 4–7 | 877 | 23% | 881 | 24% | 779 | 23% | 760 | 25% | 570 | 25% | -25.0% | -10.2% |
| 8–12 | 1,446 | 38% | 1,355 | 37% | 1,287 | 38% | 1,150 | 37% | 801 | 35% | -30.3% | -13.7% |
| 13–14 | 728 | 19% | 715 | 20% | 648 | 19% | 599 | 19% | 487 | 21% | -18.7% | -9.6% |
| Fatal | 16 | 100% | 40 | 100% | 21 | 100% | 29 | 100% | 27 | 100% | -6.9% | 14.0% |
| <1 | 1 | 15.0% | 6 | 5.7% | 0 | 6.7% | 1 | 3.4% | 3 | 11.1% | 200.0% | 31.6% |
| 1–3 | 8 | 5.0% | 6 | 17.1% | 2 | 46.7% | 10 | 34.5% | 6 | 22.2% | -40.0% | -6.9% |
| 4–7 | 1 | 20.0% | 13 | 20.0% | 7 | 6.7% | 6 | 20.7% | 10 | 37.0% | 66.7% | 77.8% |
| 8–12 | 4 | 35.0% | 7 | 42.9% | 6 | 26.7% | 9 | 31.0% | 2 | 7.4% | -77.8% | -15.9% |
| 13–14 | 2 | 25.0% | 8 | 14.3% | 6 | 13.3% | 3 | 10.3% | 6 | 22.2% | 100.0% | 31.6% |
| Incapacitating | 1,349 | 100% | 1,234 | 100% | 1,292 | 100% | 1,268 | 100% | 858 | 100% | -32.3% | -10.7% |
| <1 | 59 | 4.8% | 71 | 5.0% | 55 | 4.3% | 61 | 4.8% | 39 | 4.5% | -36.1% | -9.8% |
| 1–3 | 200 | 13.7% | 208 | 14.7% | 203 | 14.4% | 191 | 15.1% | 122 | 14.2% | -36.1% | -11.6% |
| 4–7 | 307 | 25.2% | 292 | 24.7% | 275 | 24.3% | 316 | 24.9% | 219 | 25.5% | -30.7% | -8.1% |
| 8–12 | 514 | 35.1% | 437 | 37.0% | 519 | 39.0% | 471 | 37.1% | 307 | 35.8% | -34.8% | -12.1% |
| 13–14 | 269 | 21.1% | 226 | 18.6% | 240 | 18.0% | 229 | 18.1% | 171 | 19.9% | -25.3% | -10.7% |
| Non-incapacitating | 2,160 | 100% | 2,134 | 100% | 1,823 | 100% | 1,575 | 100% | 1,197 | 100% | -24.0% | -13.7% |
| <1 | 104 | 4.8% | 116 | 5.4% | 86 | 4.7% | 71 | 4.5% | 66 | 5.5% | -7.0% | -10.7% |
| 1–3 | 301 | 13.9% | 254 | 11.9% | 276 | 15.1% | 226 | 14.3% | 161 | 13.5% | -28.8% | -14.5% |
| 4–7 | 543 | 25.1% | 551 | 25.8% | 465 | 25.5% | 415 | 26.3% | 309 | 25.8% | -25.5% | -13.1% |
| 8–12 | 850 | 39.4% | 832 | 39.0% | 686 | 37.6% | 597 | 37.9% | 432 | 36.1% | -27.6% | -15.6% |
| 13–14 | 362 | 16.8% | 381 | 17.9% | 310 | 17.0% | 266 | 16.9% | 229 | 19.1% | -13.9% | -10.8% |
| Not injured | 232 | 100% | 232 | 100% | 220 | 100% | 216 | 100% | 188 | 100% | -13.0% | -5.1% |
| <1 | 13 | 1.4% | 14 | 1.6% | 6 | 5.6% | 5 | 2.3% | 5 | 2.7% | 0.0% | -21.2% |
| 1–3 | 20 | 1.9% | 14 | 2.9% | 14 | 8.7% | 14 | 6.5% | 10 | 5.3% | -28.6% | -15.9% |
| 4–7 | 26 | 5.0% | 25 | 10.1% | 32 | 11.3% | 23 | 10.6% | 32 | 17.0% | 39.1% | 5.3% |
| 8–12 | 78 | 16.0% | 79 | 30.5% | 76 | 33.8% | 73 | 33.8% | 60 | 31.9% | -17.8% | -6.3% |
| 13–14 | 95 | 75.8% | 100 | 54.9% | 92 | 40.7% | 101 | 46.8% | 81 | 43.1% | -19.8% | -3.9% |

Source ARIES, Graphic IU-PP

RESTRAINT USE AMONG CHILDREN INVOLVED IN INDIANA TRAFFIC COLLISIONS, BY AGE GROUP 2015-2019. SOURCE: ARIES, GRAPHIC IUPPI



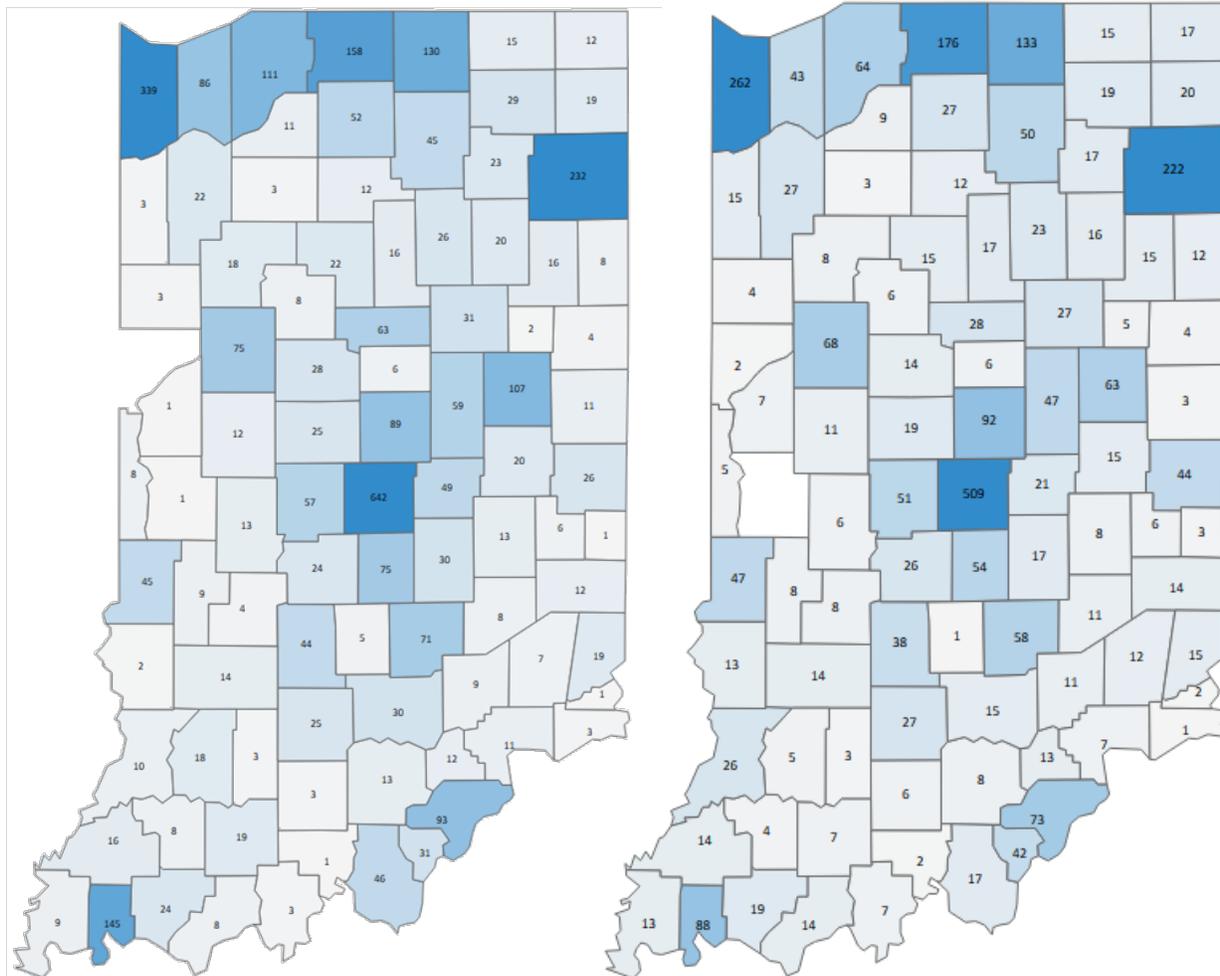
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Notes:

- 1) Restraint use rates are calculated based on individuals identified as occupant or driver where restraint use was known.
- 2) Unrestrained and unknown restraint use codes are included in totals for restraint use rate calculations.
- 3) Restraint use rates are limited to those occurring in passenger vehicles (defined as passenger cars, pickup trucks, sport utility vehicles, and vans).

| Automotive Safety Program Activity | | | | | | |
|------------------------------------|---------|-----------------|---------------------------------|-------------------|---------------------|----------------------------|
| Years | Clinics | New Technicians | New Law Enforcement Technicians | Total Technicians | Inspected Car Seats | Car Seats Deemed Defective |
| 2017 | 49 | 305 | 18 | 1,106 | 1,910 | 1,333 |
| 2018 | 66 | 364 | 20 | 1,513 | 1,513 | 957 |
| 2019 | 48 | 281 | 22 | 1,361 | 961 | 655 |
| 2020 | 29 | 207 | 12 | 1,574 | 528 | 366 |

CHILDREN AGE 14 AND UNDER INVOLVED IN COLLISIONS IN 2019 (LEFT) & CHILDREN AGE 14 AND UNDER INVOLVED IN COLLISIONS IN 2020 (RIGHT)



Source: ARIES

PLANNED ACTIVITIES

PLANNED ACTIVITY: CHILD PASSENGER SAFETY AND YOUNG DRIVER PROGRAM MANAGEMENT

Planned activity number: 2023-00-PM-02

Countermeasure Strategy: Highway Safety Office Program Management Child Safety

PLANNED ACTIVITY DESCRIPTION

This project funds program management to oversee child passenger safety activities and young driver safety programs. Salary, benefits, and travel costs will be paid for by this project. This includes the oversight for the Child Passenger Safety Specialist (CPSS's) Program who perform outreach to promote the retention of Child Passenger Safety Technicians (CPST's) within each of the traffic safety regions of Indiana.

The TSD Director will provide monitoring and oversight of this project.

PROJECT SAFETY IMPACTS

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

LINKAGE BETWEEN PROGRAM AREA

Each traffic safety division region has at least one county that has more than 50 young driver collisions. The program manager will help the Child Passenger Safety Regional Facilitators in identifying these counties and providing in-person and in-office help to lower those collision numbers. This will assist the state in meeting performance targets C-1, C-2, C-3, A-5, IN-1

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |
| IN-1 | Children aged 7 and under killed in traffic collisions To reduce children aged 7 and under fatalities under the projected number 11 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

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

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-------------------------------|---------------|-------------|---------------|
| 405B | 405b High Occupant Protection | \$80,000 | \$20,000 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD

PLANNED ACTIVITY: **CHILD RESTRAINT SYSTEM INSPECTION STATIONS

Planned activity number: 2023-CS-FL-04

Countermeasure Strategy: Child Restraint System Inspection Station(s)

PLANNED ACTIVITY DESCRIPTION

Funds will be utilized to fund child restraints for a network of permanent fitting stations (PFS) across Indiana. PFS have at least one certified child passenger safety technician available for educating, providing car seats (when appropriate), and advocating for child occupant protection. Currently, there are approximately 123 PFSs throughout Indiana in 62 counties. Appendix information lists specific counties, classification of rural/urban, and planned stations and services for at-risk. An online resource was added in 2022 for dynamic updating list of resources available at on.in.gov/cps. The TSD will also provide funding to PFSs to provide child restraints at special events and one day clinics.

The assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to children under the age of 15.

Inspection stations provide parents and other caregivers with “hands-on” education and assistance with the learning the proper installation and use of child restraints. The inspection stations educate parents, as well as support a network of coalitions / chapters across the state to address vehicle restraint use for children, pedestrian safety, and bicycle safety. The inspection stations support the other countermeasures by focusing on getting children in the proper sized restraint based on their age and ensuring proper installation. Emphasis should be placed on this age group by making sure parents understand that children this age group need to wear a seat belt minimally, but some should likely still be using a booster seat. CPS technicians can convey this to parents when they stop at the PFS for assistance.

ICJI utilizes the NSC: National Digital Check Form as a mandatory item for every inspection to effectively track activity and data as entered by a Certified Child Passenger Safety Technician (CPST). This technology will allow the TSD staff to access check-up forms more readily and analyze them more accurately. ICJI provides electronic data tablets, input devices, and security storage protectors for each device to every fitting station to facilitate data collection. This countermeasure is focused on eliminating barriers between the TSD and the community by collecting and investigating specific needs associated with inspection stations. This planned activity will contribute to the child restraint program while also providing the TSD with accurate data related to the use, distribution, and inspection of child restraints in Indiana. Future analysis of this data will better inform the need, usefulness, and allocation of funds associated with Child Passenger/Seat Belts.

This project will fund the purchase, maintenance, or replacement of additional iPads and cases for Indiana’s child restraint fitting stations to utilize the electronic check-up form. This electronic format will provide staff at the inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. ICJI staff can access more accurate and timely reports through this newly created database. 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 technicians using the PFS Network across Indiana.

PROJECT SAFETY IMPACTS

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

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in training Child Passenger Safety Technicians who have the knowledge and skill to convey proper restraint information to parents when they schedule an appointment at a fitting station. The problem ID section reveals those children ages 8 to 14 years old used restraints the least of any age group, further expanding education prior to this age group This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, A-5, IN-1

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |
| IN-1 | Children aged 7 and under killed in traffic collisions To reduce children aged 7 and under fatalities under the projected number 11 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 405B - Flex | 405b OP High | \$75,000 | \$18,750 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD**PLANNED ACTIVITY: CHILD PASSENGER SAFETY TRAINING PROGRAM**

Planned activity number: 2023-CS-00-05

Countermeasure Strategy: Safe Kids Program

PLANNED ACTIVITY DESCRIPTION

The TSD provides funding to operate and manage Indiana's Safe Kids and CPS program. Utilizing grant funds to reduce the number of children, under 15, who are seriously injured or killed in a vehicle crash.

This program specifically provides support and educational effort of the 8-15 age group which is reflected at the most at-risk age group by data for both fatal and non-fatal injuries, with the highest age group for non-restraint use.

Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager (specific to occupant protection programs), one dedicated full-time Child Passenger Safety Program Training Facilitator, one full-time Program Director, and allows for one non-English speaking facilitator. Every staff member receiving compensation from this project must minimally maintain certification as a Child Passenger Safety Technician (CPST).

The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

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

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

PROJECT GOALS

- » Three Child Passenger Safety Technician Courses to be held within each of the six (6) geographical regions of the ICJI Traffic Safety Division, with priority in delivery directed to fall of 2022 and spring of 2023.
- » One Regional Refresher Course within each of the six (6) geographical regions of the ICJI Traffic Safety Division during the spring of 2023.
- » One Statewide Child Passenger Safety Conference to provide no less than 12 hours of content of which will be eligible to qualify for continuing education credits towards CPST Recertification, capable of accommodating a minimum of 200 attendees.
- » 180-240 New Child Passenger Safety Technicians, renewal of 70% or greater of the currently eligible technicians for recertification to maintain a working level of technicians between 1,500 to 1,800.
- » Increase clinics by 30%.

| | |
|--|-----|
| Total number of planned inspection stations and/or events in the State | 122 |
| Populations served - urban | 88 |
| Populations served - rural | 37 |
| Populations served - at risk: | 3 |
| Estimated total number of classes: | 25 |
| Estimated total number of technicians: | 300 |

PROJECT SAFETY IMPACTS

The TSD provides funding to operate and manage Indiana’s Safe Kids and CPS program. Utilizing grant funds to reduce the number of children under 15 who could be seriously injured or killed in a vehicle crash. Funding allows for salary, benefits, and travel for one full-time Safe Kids Program Manager, one dedicated full-time Child Passenger Safety Program facilitator, one full-time support administrator, and one non-English speaking facilitator. The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in reducing the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, C-4, A-5, IN-1

Core Outcome Measures

| | |
|-------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2016 – 2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |
| IN-1 | Children aged 7 and under killed in traffic collisions To reduce children aged 7 and under fatalities under the projected number 11 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------------|---------------|-------------|---------------|
| 405B | 405b High Community CPS Services | \$395,000 | \$98,750 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana University – Automotive Safety Program

PLANNED ACTIVITY: CHILD PASSENGER SAFETY SPECIALIST (CPSS)

Planned activity number: 2023-00-00-35

Countermeasure Strategy: Community Traffic Safety Programs

PLANNED ACTIVITY DESCRIPTION

Utilizing funds to reduce the number of children under 15 who could be seriously injured or killed in a vehicle crash. Funding allows 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.

The primary program goal is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. Secondary goals are to assist TSD in the monitoring of the Permanent Fitting Stations and promote the retention of CPST's throughout Indiana. The contracts will

allow for personnel costs, travel to fitting station sites, and travel/fees related to CPS specific conferences. Assigned program manager will provide oversight and monitoring of this project. Monitoring will include assurance of the education and resources directed to all vulnerable populations under the age of 15.

PROJECT SAFETY IMPACTS

The TSD provides funding to operate and manage a network of child passenger safety fitting stations across Indiana. Utilizing grant funds to reduce the number of children, under 15, who could be seriously injured or killed in a vehicle crash. The primary objective is to have every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in reducing the number of children, under 15, who could be seriously injured or killed in a vehicle crash. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing child passenger safety. This will assist the state in meeting performance targets C-1, C-2, C-3, C-4, A-5, IN-1

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2016 – 2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |
| IN-1 | Children aged 7 and under killed in traffic collisions To reduce children aged 7 and under fatalities under the projected number 11 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist to reach the primary objective of having every child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------------|---------------|-------------|---------------|
| 405B | 405b High Community CPS Services | \$150,000 | \$37,750 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD



FY 2023

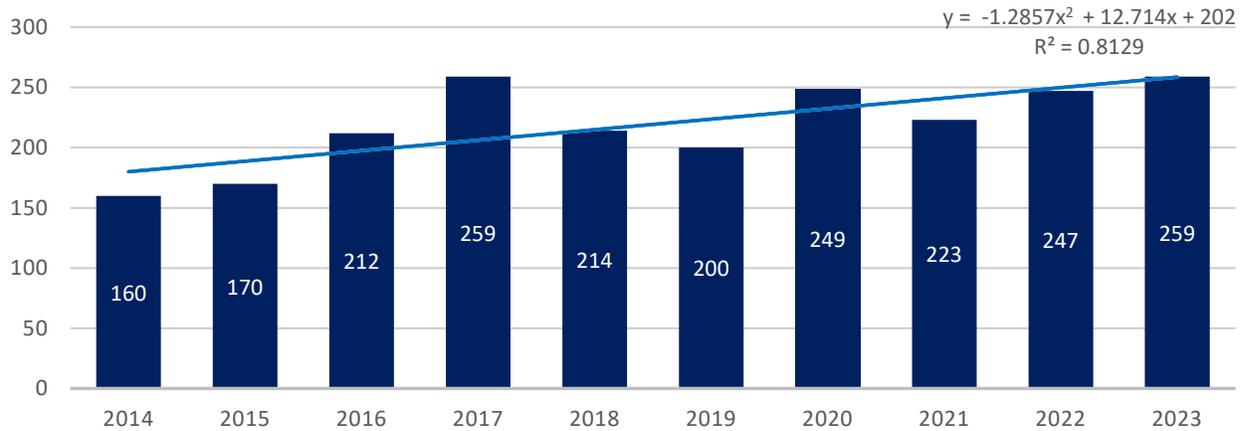
Indiana Criminal Justice Institute

IMPAIRED DRIVING (ALCOHOL)

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

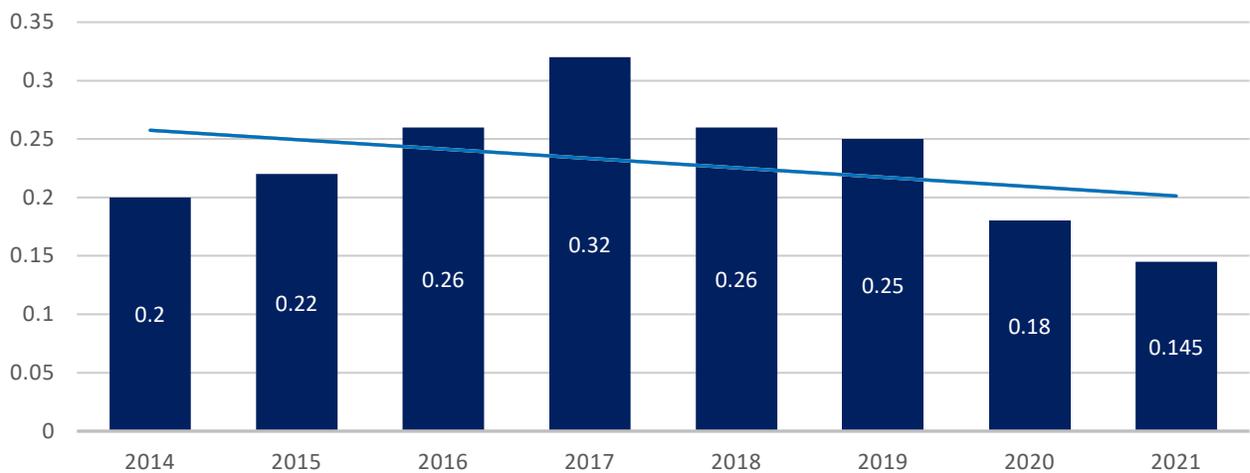
In 2020, there were an estimated 139 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, a 33.81% projected decrease from 2019. In 2019 (FARS), 210 fatalities represented 26% of Indiana’s 809 fatalities. This estimate for 2020 is likely to increase as additional crash records are updated in the ARIES database. Typical increase from ARIES data to final FARS data increases annual counts by 40 percent. Timely availability of toxicology results contributes to the timely availability of data.

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



Source: 2014-20, FARS; 2020, ARIES

RATE OF .08+ BAC IMPAIRED DRIVING FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED



Source: 2014-20, FARS; 2020, ARIES

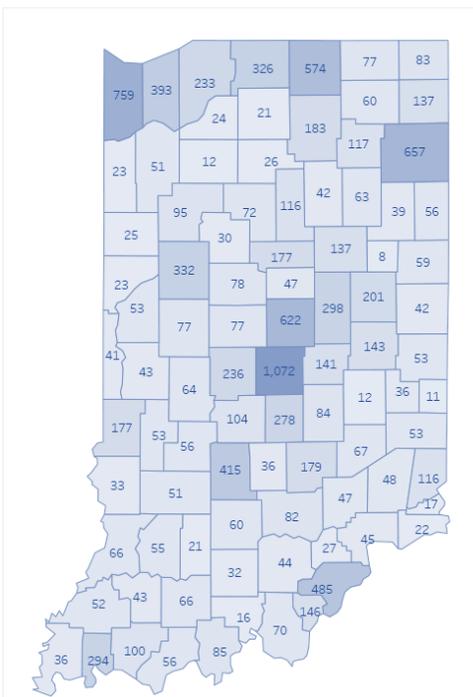
During FY19 and FY20 with funding provided by the TSD, the Department of Toxicology was able to eliminate the backlog of pending submissions for analysis for drugs and alcohol from nearly 6,000 submissions to under 500, a reduction of nearly 1,200%. This backlog reduction was sustained with continued funding through FY21. Analysis results for submissions requesting alcohol analysis are currently provided in an average of 60 days for **all** submissions. Prior to the reduction, alcohol results trended at six months, and drug results at twelve to thirteen months. Indiana law enforcement agencies are currently updating crash records from 2020 records with available results.

ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification in relation to geographical areas of significance, utilizing submission data to identify frequency of impaired driving incidents to capture additional data not represented through crash reports. Over the last four year of planning this collaboration and additional data source for impaired driving has demonstrated and enhanced view of the significant problem of impaired driving. While enforcement is functioning at an all-time best and incidence of alcohol impaired driving is decreasing, drug impaired driving and alcohol impaired driving offenses are on the rise. Without the collaboration of impaired driving data from the Indiana State Department of Toxicology, ICJI would not achieve the full vision and perspective of the impaired driving challenge.

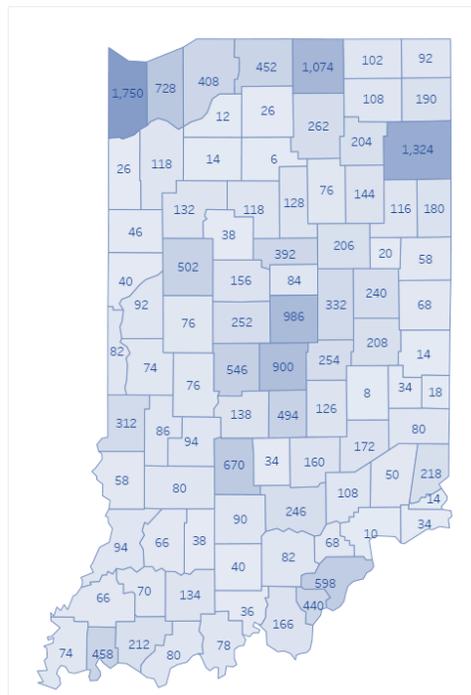
Utilizing this information as predictive data, Indiana counties with higher incidence of impaired driving are statistically at greater risk for impaired driving crashes. ICJI examines this information quantitatively, but quantifiably as well, in examining the number of incidents in ratio to per 10,000 population. This method of data analysis allows for problem identification in relation to population which can identify a higher occurrence in some rural areas.

NUMBER OF IMPAIRED BREATH TESTS ADMINISTERED WITH A RESULT OF >.005, 2015 (LEFT) AND 2019 (RIGHT)

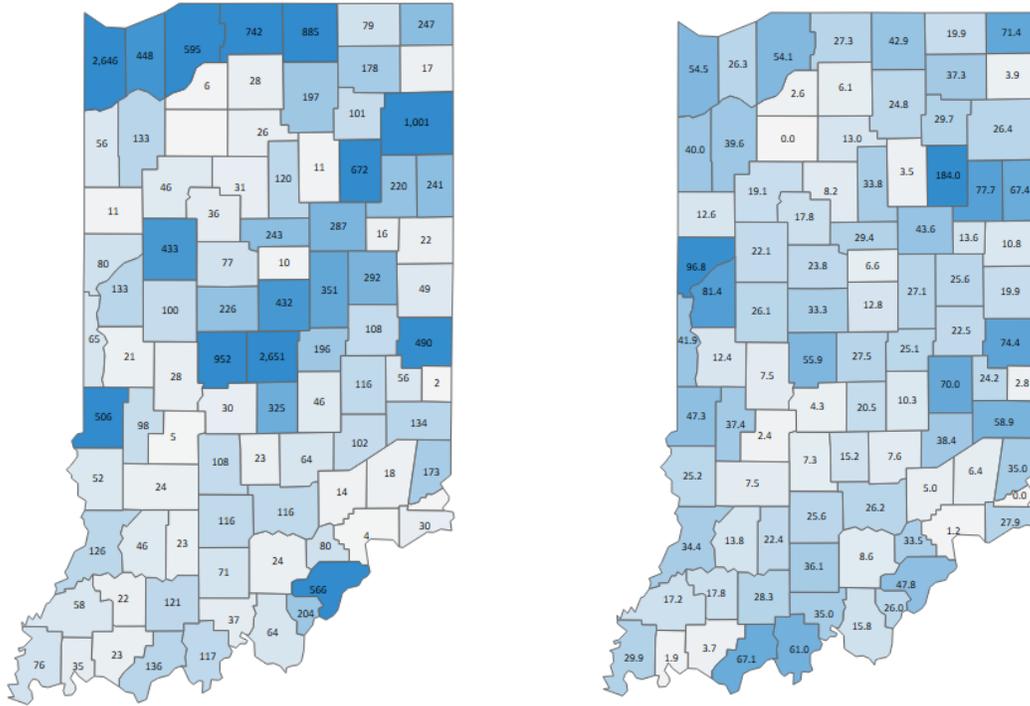
BT Conducted Map 2015 Result > 0.005



BT Conducted Map 2019 Result > 0.005

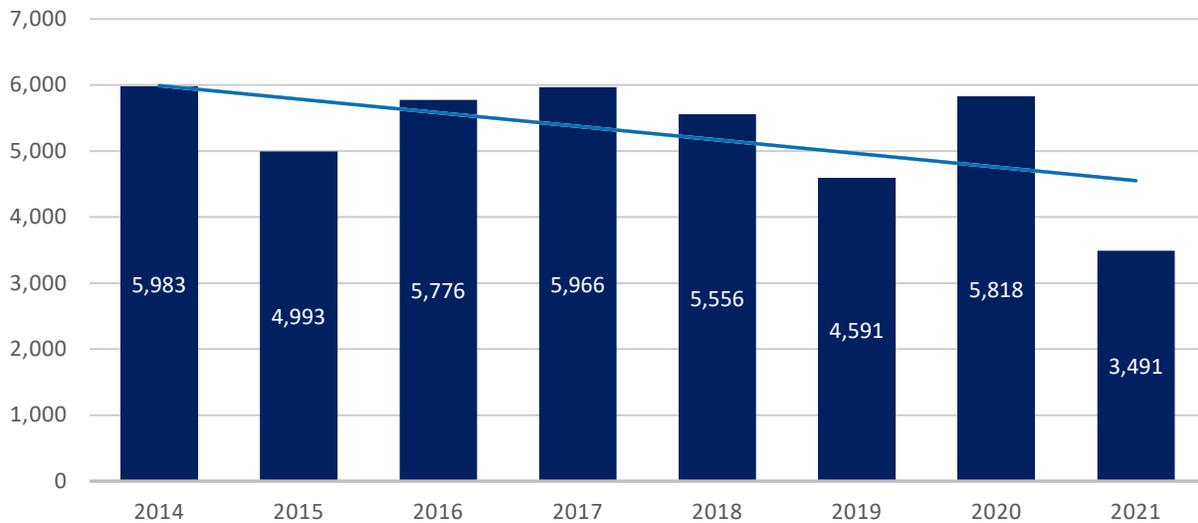


OWI CITATIONS PER COUNTY (LEFT) AND OWI CITATIONS PER 10,000 POPULATION (RIGHT) IN 2020



Source: eCWS Database

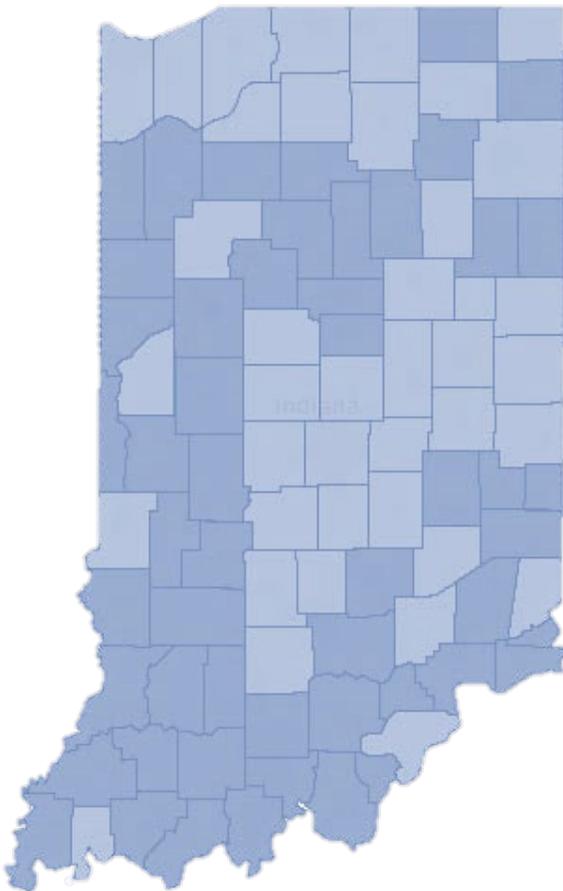
NUMBER OF IMPAIRED DRIVING CITATIONS AND ARRESTS DURING GRANT FUNDED ENFORCEMENT
SOURCE: OPO DATABASE



The TSD operates with an objective to “enhance enforcement effectiveness” through the implementation of traffic safety programs. In 2020, 32,390.11 hours were worked by agencies participating in DUI Enforcement Programs. Hours worked during DUI enforcement decreased by only 0.95% in 2020 from 2019, while the number of impaired driving citations and arrests during grant-funded enforcement activities increased by 20.53%. There were 2,508 DUI Citations in 2019 and 3,023 in 2020 respectively.

The following maps display the total number of impaired driving citations that were issued in 2020, by county, for all enforcement including those issued during grant funded activities. The map on the left provides a quantitative analysis and indicates counties in the northwest and central part of the state represented the largest total number of citations. The map on the right, which represents qualitative analysis and shows citations per 10,000 county population, indicates that some of the counties in the southern part of the state have a higher rate of citations compared to their population. Priority for funding is given to counties that demonstrate a higher need based on collisions, fatalities, and incidences of impaired driving. The figure below (right) shows an increase of eleven (11) additional counties receiving and operating a DUI Enforcement Grant in FY21 following the implementation of the Comprehensive Highway Injury Reduction Program (CHIRP) with an increase of enforcement expenditures of \$400,000 annually.

COUNTIES RECEIVING DUI FUNDS IN 2018 (DARK BLUE COUNTIES RECEIVED FUNDS, LIGHT BLUE COUNTIES DID NOT) & 2020 (RIGHT) (BLUE COUNTIES RECEIVED FUNDS, GRAY COUNTIES DID NOT).

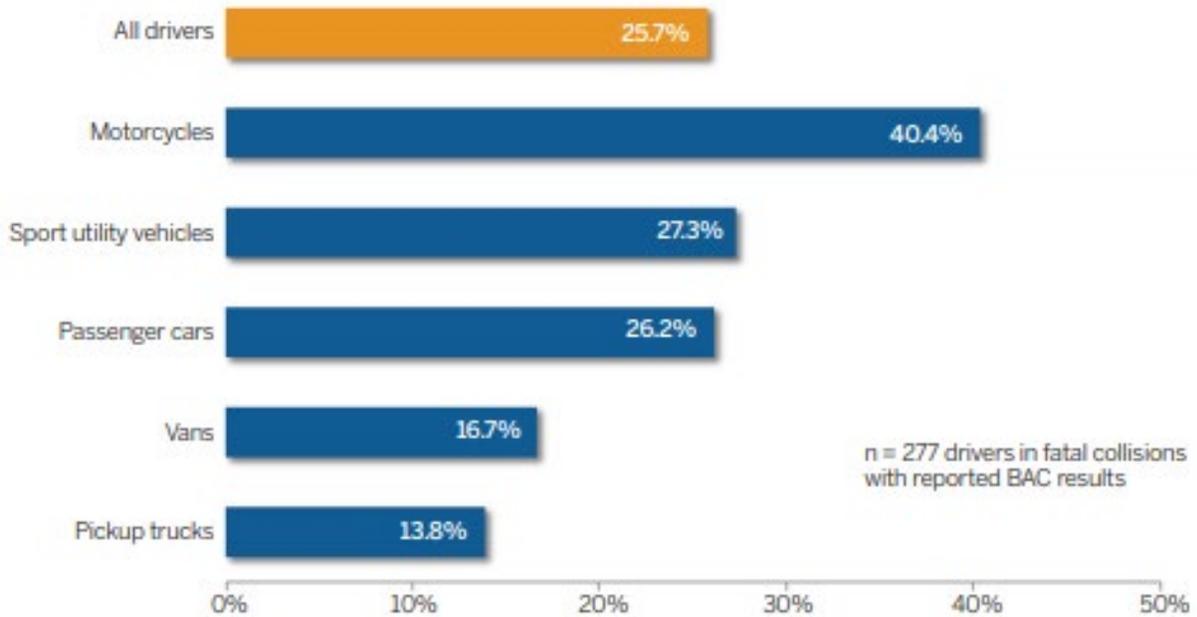


Source: IntelliGrants Grants Management System

ALCOHOL SUBMISSIONS FOR ANALYSIS, SOURCE: INDIANA STATE DEPARTMENT OF TOXICOLOGY

| Alcohol Submissions for Analysis | | | | | |
|----------------------------------|---------------------|-------------------|----------|--------------------|--------------------|
| Year | Percent of Increase | # Cases Submitted | # Tested | # Positive Ethanol | % Positive Ethanol |
| 2015 | - | 7,058 | 7,098 | 4,771 | 74% |
| 2016 | 10.0% | 7,209 | 7,147 | 5,190 | 73% |
| 2017 | 5.0% | 7,591 | 7,573 | 5,542 | 73% |
| 2018 | 1.4% | 7,702 | 7,652 | 5,819 | 76% |
| 2019 | 7.0% | 8,281 | 8,220 | 6,521 | 79% |
| 2020 | 3.2% | 8,553 | 8,525 | 6,602 | 77% |
| 2021 | 13.9% | 9,938 | 9,923 | 7,858 | 79% |

PERCENTAGE OF DRIERS INVOLVED IN FATAL COLLISIONS WITH REPORTED BAC RESULTS WHO WERE LEGALLY IMPAIRED BY VEHICLE TYPE, 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 (2018 and 2019 impaired driving data)

Notes:

1. Includes only passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans) and motorcycles. Non-motorists and other vehicle types are excluded.
2. Motorcycles include motorcycles, Class A and Class B motor driven cycles, mopeds and motorized bicycles.
3. Excludes drivers in fatal collisions who were not tested or for whom no reported BAC results appeared in ARIES.

PLANNED ACTIVITIES

PLANNED ACTIVITY: PROGRAM MANAGEMENT IMPAIRED DRIVING

Planned activity number: 2023-00-PM-17

Primary Countermeasure Strategy: Highway Safety Office Program Management

PLANNED ACTIVITY DESCRIPTION

Coordination of activities, monitoring for programmatic effectiveness, and allocable use of funds is accomplished through effective program management. Responsibilities include monitoring sub-grantees for compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of impaired driving laws.

Program Managers use the OPO database as well as PPI and CRS recommendations to develop impaired driving countermeasures to lower the occurrence of impaired driving crashes. The program manager also works closely with the LELs to direct targeted outreach for training opportunities for officers in the field. This project provides funds for the program manager’s salary, benefits, and travel costs to impaired driving-related conferences and training seminars. Program funding is split funded with 164 and 405D funds, depended proportionately to project managed.

PROJECT SAFETY IMPACTS

Impaired Driving Program Management is a core deliverable of each regional program area. Program Managers oversee the programmatic and fiscal implementation of impaired driving grants for each region. Program management will facilitate each region in goal setting and monitoring to reduce impaired driving collisions and increase citations through grant funding.

LINKAGE BETWEEN PROGRAM AREA

The maps within the problem ID area for alcohol demonstrate that all regions, excluding the Southwest region, have one county that has a rate of 10 impaired collisions per 10,000 population. Funds will provide the program managers to facilitate Regional LELs in providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance targets C-5, and the performance targets at large.

Core Outcome Measure

| | |
|------------|--|
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
|------------|--|

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Funds for this countermeasure will support the regional program managers monitoring of the impaired driving enforcement grants. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$80,000 | \$0 | \$0 |
| 405D | Program Management | \$80,000 | \$20,000 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI – TSD

PLANNED ACTIVITY: DUI TASKFORCE ENFORCEMENT PROJECT (DUIEP)

Planned activity number: 2023-BI-00-20

Primary Countermeasure Strategy: High Visibility Enforcement, Sustained Enforcement

PLANNED ACTIVITY DESCRIPTION

The DUI Taskforce Enforcement Project (DUIEP) is a component of CHIRP: Comprehensive Highway Injury Reduction Program. Through the implementation of CHIRP in FY20 and continuation in FY23, law enforcement agencies participate in a comprehensive traffic safety program utilizing multiple projects with independent identified problem areas of focus.

The DUIEP promotes a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties, with emphasis on impaired motorcycle operators. This project is designed to decrease alcohol impaired collisions and fatalities in identified counties.

Enforcement is conducted primarily from 6 p.m. to 6 a.m. to focus enforcement during the highest period of alcohol related crashes. Allowances are permissible with approval of the assigned program manager for work to begin prior to 6 p.m. when data driven, or a community event provides a saturated potential for impaired driving offenses. This period of enforcement while focused on alcohol-based offenses additionally targets enforcement supporting the time period where unrestrained fatalities are highest, further supporting the reduction of unrestrained fatalities where alcohol is a contributing factor.

All DUIEP participating agencies must work two national mobilizations, Safe Family Travels and Drive Sober or Get Pulled Over, and two statewide mobilizations. A minimum of 40 percent of grant funds are to be spent during mobilization periods with an expected equal amount of 10 percent per mobilization, the remaining 60 percent can be used for sustained enforcement as determined by the local agencies, based on local traffic data and community events. Additional restrictions guiding performance may be applied at time of sub-award to promote HVE enforcement during the mobilization periods.

The use of Drug Recognition Experts (DRE) for drug-related impaired enforcement effort was introduced during FY2018 and has since remained part projects. Sub-grantees who have DREs in their area(s) will have the ability to utilize funding for DRE's throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

In FY2020 the Law Enforcement Phlebotomy Program was launched in partnership between ICJI, Vincennes University and the Indiana Department of Health. The program works to decrease the time lapse from time of stop to the time in which a sample is obtained, increase the percentage of drivers who are involved in a serious bodily injury or fatal crash are administered a blood test, further remove barriers at the local level for impaired driving enforcement. Funding is used to provide overtime to law enforcement phlebotomists to perform phlebotomy functions.

PROJECT SAFETY IMPACTS

This countermeasure strategy provides funding to law enforcement agencies to sustain impaired enforcement outside of the national mobilization periods. The high visibility enforcement is intensified during the summer months when collisions are highest. Counties demonstrating the highest percentage of impaired collisions get priority when applying for the grant funds. Departments that receive funding are provided data identified areas to focus their enforcement efforts, examples: locations, days, and times that demonstrate where the most impaired driving collisions occur.

LINKAGE BETWEEN PROGRAM AREA

High visibility enforcement will be used to provide enforcement of occupant restraint and impaired driving laws and reduce the number of alcohol impaired driving collisions. This program will help the state achieve performance targets C-1, C-2, C-3, C-5

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will provide overtime for officers for impaired enforcement activities, specifically directed patrols for sustained enforcement and sobriety checkpoints, with a rubric for effectiveness of increasing citations and arrests and the prevention or decrease of alcohol involved crashes. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$1,800,000 | \$0 | \$1,800,000 |

INTENDED SUB-RECIPIENTS: City/County Level Law Enforcement

PLANNED ACTIVITY: SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT (SIDE P)

Planned activity number: 2023-00-00-23

Primary Countermeasure Strategy: High Visibility Enforcement

PLANNED ACTIVITY DESCRIPTION

The Summer Impaired Driving Enforcement Project (SIDE P) is a component of TSD’s Comprehensive Highway Injury Reduction Program (CHIRP). Through the implementation of CHIRP, law enforcement

agencies participate in a comprehensive program by utilizing multiple projects with independently identified problem areas of focus. The SIDEp promotes a coordinated effort to reduce alcohol-impaired collisions and fatalities specifically using high visibility enforcement sobriety checkpoints as the primary objective and provides for sustained traffic enforcement in identified counties.

Females aged 24-28 and males aged 21-25 continue to represent the highest rates of alcohol impairment collisions. Summer months, May through September, represent the highest occurrences of impaired driving collisions throughout the year. Urban areas, as represented by ARIES data, demonstrated the greatest likelihood of alcohol-impaired collisions. In 2019, 65.6% of alcohol-impaired collisions were recorded as occurring in urban areas. However, rural areas had a higher rate, 52.6%, of alcohol-impaired collisions that resulted in a fatality. Agencies selected for SIDEp must complete at least one sobriety checkpoint during the specific project period of May through September, which is data identified as the period when the highest number of impaired driving fatalities occur every year, according to crash data. This project is designed to decrease impaired collisions and fatalities in identified counties.

PROJECT SAFETY IMPACTS

This countermeasure strategy provides funding to law enforcement agencies to intensify impaired enforcement during the summer months when collisions are highest. Counties demonstrating the highest percentage of impaired collisions (in relation to their collisions) get priority when applying for the grant funds. Departments that receive funding are provided data identified areas to focus their enforcement efforts, examples: locations, days, and times that demonstrate where the most impaired driving collisions occur.

LINKAGE BETWEEN PROGRAM AREA

High visibility enforcement will be used to encourage restraint use and reduce the number of alcohol impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Funds support the mission of “Enhancing Enforcement Effectiveness” by increasing citations and arrests. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$280,000 | \$0 | \$280,000 |

INTENDED SUB-RECIPIENTS: City/County Level Law Enforcement

PLANNED ACTIVITY: IGNITION INTERLOCK MANAGEMENT

Planned activity number: 2023-00-00-18

Primary Countermeasure Strategy: Ignition Interlocks

PLANNED ACTIVITY DESCRIPTION

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

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

This planned activity funds the salary, benefits, and travel costs to coordinate, monitor, and administer Indiana’s Ignition Interlock Program.

PROJECT SAFETY IMPACTS

An ignition interlock prevents a car from starting if a subject breath sample is above .02% Br.A.C. Ignition interlocks are effective in preventing recidivism of drivers who have a prior OWI conviction from driving under the influence. The TSD does not participate or use funds to lobby for mandatory ignition interlock installation of drivers who have been convicted of OWI. This project does not pay for ignition interlock equipment.

LINKAGE BETWEEN PROGRAM AREA

These funds will assist in providing the courts options for OWI sentencing. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combatting impaired driving. This countermeasure is a consequence eligible to be imposed by the courts for an impaired driving conviction and will help the state in reaching performance targets C-1, C-3, C-5. This is a problem that affects the whole state. Every county reported a DUI collision in 2020.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Improving the number of installation sites and monitoring compliance will improve accessibility of ignition interlock devices. Convicted impaired drivers that receive an ignition interlock sentence need awareness of certified installers and where they are located.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$100,000 | \$0 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI - TSD

PLANNED ACTIVITY: REDUCED ACCESS TO IMPAIRING LIQUORS (RAIL)

Planned activity number: 2023-00-00-19

Primary Countermeasure Strategy: Integrated Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD provides grant funding to the Indiana State Excise Police as an integrated enforcement project to Reduce Access to Impairing Liquors using three programs. The Indiana State Excise Police's (ISEP) use of alcohol countermeasure programs are aimed at underage alcohol consumption and impaired driving. The ISEP use Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE), and Place of Last Drink (POLD) to reach their goal of reducing the availability and use of alcoholic beverages by persons less than 21. A reduction in the illegal consumption, possession, and sale of alcoholic beverages to underage persons can greatly decrease the chance of impaired driving collisions.

SUDS details are conducted at large events, such as concerts, where underage drinking often occurs. CIS allows officers to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. ICE details are conducted on college campuses throughout the state to increase enforcement and education. POLD enforcement works with local law enforcement following an alcohol related crash to determine the place of last drink and if from a serving establishment identify an enforce laws regarding overserving or serving of alcohol to minors. Project goals are to reduce risk behaviors such as underage and binge drinking, to promote safer decision making. These programs offer both education and enforcement activities to reduce underage consumption, impaired driving, and therefore collisions. The assigned program manager will provide oversight and monitoring of this project.

In the years since CIS, SUDS, and ICE have been enacted, all have demonstrated a measurable impact on reducing the number of crashes involving young drivers (ages 15-20) who are legally impaired. CIS, which is a statewide program, has contributed to the reduction in the number of collisions since 2009. SUDS has demonstrated to have helped reduce the number of these crashes during large events, such as concerts, sporting events, festivals, etc.

PROJECT SAFETY IMPACTS

This countermeasure strategy provides funding for an underage drinking taskforce (Excise Police). Excise Police officers will focus on reducing instances of underage drinking by stopping sales to minors, being present on college campuses, and large events. Other countermeasures focus on stopping any potential impairment, but this focus is specifically on preventing underage drinking and alcohol impaired driving.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Integrated Enforcement Countermeasure as described in the “Countermeasures That Work, Ninth Edition.” Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired-driving checkpoints and saturation patrols. A third opportunity is to integrate impaired-driving enforcement into special enforcement activities directed primarily at other offenses such as speeding or seat belt nonuse, especially as impaired drivers often speed or fail to wear seat belts. (Such operations can be particularly effective when conducted at night.) Funds provided will assist in increasing citations and arrests. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$280,000 | \$0 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana State Excise Police

PLANNED ACTIVITY: ALTERNATIVE TRANSPORTATION PROGRAM

Planned activity number: 2023-00-00-33

Countermeasure Strategy: Alternative Transportation

PLANNED ACTIVITY DESCRIPTION

The TSD will partner with the Indiana State Excise Police as a facilitator with local law enforcement to promote use of alternative transportation options by persons leaving licensed alcoholic beverage

distribution locations, bars/restaurants, following consumption of alcoholic beverages. Locations of implementation will be data identified geographical locations within high crash areas involving alcohol impaired drivers. Using handouts containing fact-based messaging to promote positive decisions, displayed and distributed at businesses. A law enforcement a Project Code or QR Code will record the use of ride credits for alternative transportation.

This program focuses to persuade potentially intoxicated vehicle operators and pedestrians to the use of alternative options of transportation. Crash factors documented in FARS provides that: Alcohol impairment is a major contributing factor to pedestrian fatalities with an estimated 33% of fatal pedestrian crashes involved a pedestrian with a BAC of 0.08% or higher, and an estimated 16% of drivers involved in these crashes had a BAC of 0.08% or higher. About 75% of pedestrian fatalities occur after dark, and recent increases in the number of pedestrian fatalities are occurring largely at night with most pedestrian fatalities occur at non-intersection locations.

The project in FY21 demonstrated more than 5,000 rides when administered during blitz periods of high incident cities within Indiana. The project plan for FY23 is to promote the use of ride share services year-round in these high magnitude regions and is documented within the problem ID section map of impaired driving occurrences, specific areas are: Indianapolis, Fort Wayne, and Lake County.

The rubric for measurable improvement through use of this planned activity is to reduce the number of alcohol-involved collisions, specifically those involving pedestrians under the influence of alcohol. The Impaired Driving Program Manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

Incidents of drug and alcohol impaired driving are on the rise in Indiana. The general and specific deterrence of traffic enforcement by law enforcement officers has been proven to be effective in reducing impaired driving incidents and collisions. It is prudent to implement additional methods to further reduce the incidents of impaired driving and collisions outside of enforcement action. Promoting good choices to utilize transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their home will result in a decrease in alcohol-related crashes.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist with providing an accessible and reasonable alternative to driving after drinking. This will assist the state in our primary mission of inspiring behavioral improvement to reduce injuries and economic loss. This program will help the state achieve performance targets C-1, C-3, C-5. General and specific deterrence may not be enough to dissuade some individuals, but when presented with an easy alternative they may alter their behavior.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in promoting transportation alternatives for intoxicated persons from establishments licensed to sell alcoholic beverages to their home, resulting in a decrease in alcohol-related crashes. When presented with an accessible and reasonable alternative to driving or walking after drinking we believe that we will alter the behavior of a larger section of the population. Specifically, those who may have driven intoxicated many times undetected. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. General and specific deterrence may not be enough to dissuade these people, but when presented with an easy alternative they may alter behavior.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$600,000 | \$0 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI-TSD, Managed by Alliance Highway Safety

PLANNED ACTIVITY: PORTABLE BREATH TEST EQUIPMENT

Planned activity number: 2023-00-00-21

Countermeasure Strategy: Preliminary Breath Test (PBT) Devices

PLANNED ACTIVITY DESCRIPTION

These items will be used as an integrated resource in two HSP projects to provide PBT devices and calibration supplies for screening of alcohol that are used across these three representative programs. The State establishes for accounting purposes a separate Planned Project Number of 2023-00-00-21. The items stated within this project is incorporated as a function of the Planned Projects: 2023-BI-00-20, Impaired Driving Taskforce; 2023-00-00-23, Summer Impaired Driving Enforcement Project.

The 2021 HSP in GTS demonstrates an approved HSP amount of \$125,000, with an amount of \$125,000 vouchered in 164 funds in FY21. This increase is to provide costs for calibration gas and regulators to assure proper calibration and function of PBT’s issued using federal funds. Calibration gas was last issued to agencies in 2018 and is now expired. Maintenance and accuracy of these devices is paramount to detection of alcohol based impairment. Impaired driving enforcement project participation has increased by 50% from 1.2 to 1.8 million and from 39 to 54 participating agencies since 2019.

PROJECT SAFETY IMPACTS

Law enforcement officers participate in multiple projects designed to reduce the number of alcohol involved crashes. Proper screening for the presence of alcohol in the field confirms or eliminates alcohol as a contributing factor of impairment. Quick accessibility to a portable breath test (PBT) instrument allows the officer to move forward with an investigation for alcohol impairment. PBT fuel cells have a limited life span and require regular calibration or replacement when the fuel cell is exhausted.

LINKAGE BETWEEN PROGRAM AREA

There were an estimated that 114 fatal collisions in 2019 that involved a driver with a BAC of .08 or above. In 2019, there were a total of 3,815 impaired collisions, with alcohol as a contributing factor. In 2020 there were 5,329 impaired collisions, with alcohol listed as a contributing factor, with 82 resulting

in a fatality. Indiana law enforcement agencies receive PBTs to either replace failing units or increase availability moving to a one-to-one ratio of equipment. This program will help the state achieve performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist law enforcement agencies with access and availability to reliable PBTs. Inadequate, outdated, and those PBT’s not regularly verified for accuracy may not provide reliable results identifying alcohol as an impairment factor. To effectively detect, identify, and remove impaired drivers from Indiana roadways quality PBTs are a necessary tool. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$300,000 | \$0 | \$300,000 |

INTENDED SUB-RECIPIENTS: Local City/County Law Enforcement

PLANNED ACTIVITY: ROADSIDE EVIDENTIARY BREATH ALCOHOL TESTING ENHANCEMENT (REBATE)

Planned activity number: 2023-00-00-22

Countermeasure Strategy: Laboratory Testing of Drug and Alcohol Samples

PLANNED ACTIVITY DESCRIPTION

This project is a multi-stage project that began in FY22 to implement a portable, at scene of arrest, certified breath alcohol testing program within the Indiana State Department of Toxicology within three (3) years. Current certified breath testing instruments must remain stationary within a physical location and must be recertified if moved more than six feet.

Since 2015 the number of breath tests with a result of 0.08 g/100 ml of alcohol has increased 36.3% from 4,439 to 6,050. Additionally, the number of blood samples being submitted for alcohol analysis increased 24% from 6,488 to 8,553. Combined increase of analysis for alcohol-based offenses increased by 33.6%. To reduce the number of blood samples submitted for alcohol analysis and allow resources to focus on testing of blood samples for drugs, this project will fund the additional training of test operators in Indiana.

Project allows for necessary items, processes, staffing, or contracting to begin a proposal process to identify potential instruments for use, conduct testing and evaluation of proposed instruments, design and develop training for the selected instrument, procure instruments and maintenance, and the necessary costs for training officers on the newly selected instrument. Travel costs for site visits to areas with current operating systems is also supported by this project. The Forensic Technology Center of Excellence, Mobile Evidential Breath Alcohol Instruments, Landscape Study from December 2016 will assist in the beginning stages of planning, selection, and implementation. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

This countermeasure will provide funding for the Indiana State Department of Toxicology to conduct the planning, selection, acquisition, and implementation of a portable evidentiary breath test instrument for use by Indiana law enforcement officers at the point of arrest. Officers must have reliable and accessible breath testing instruments to conduct breath testing for alcohol wherever possible to reduce the need for blood analysis for alcohol. Reducing the need for blood analysis of alcohol, increases the resources available to focus blood testing resources on drug impaired driving cases where no other option exists for evidentiary testing other than blood.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in reducing a backlog of blood samples in need of testing. Testing samples quickly supports the efforts of judges, prosecutors, and officers to deter impaired driving. Drug impaired driving is increasing in prevalence in Indiana. This program supports the state in reaching performance targets C-1, C-3, C-5. This program speeds up the timeline of adjudication allowing for more cases to move through the judicial system expeditiously.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

This countermeasure is necessary for the department of toxicology to facilitate timely analysis of blood samples for alcohol, by limiting where possible the number of blood samples for the analysis of alcohol. Driver awareness from the ability to visualize roadside testing with the addition of roadside evidentiary breath testing will provide increased general deterrence of impaired driving incidents, reduced manpower for enforcement and the collection of evidence.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164 | 164 Funds | \$500,000 | \$0 | \$500,000 |

INTENDED SUB-RECIPIENTS: Indiana Department of Toxicology



FY 2023

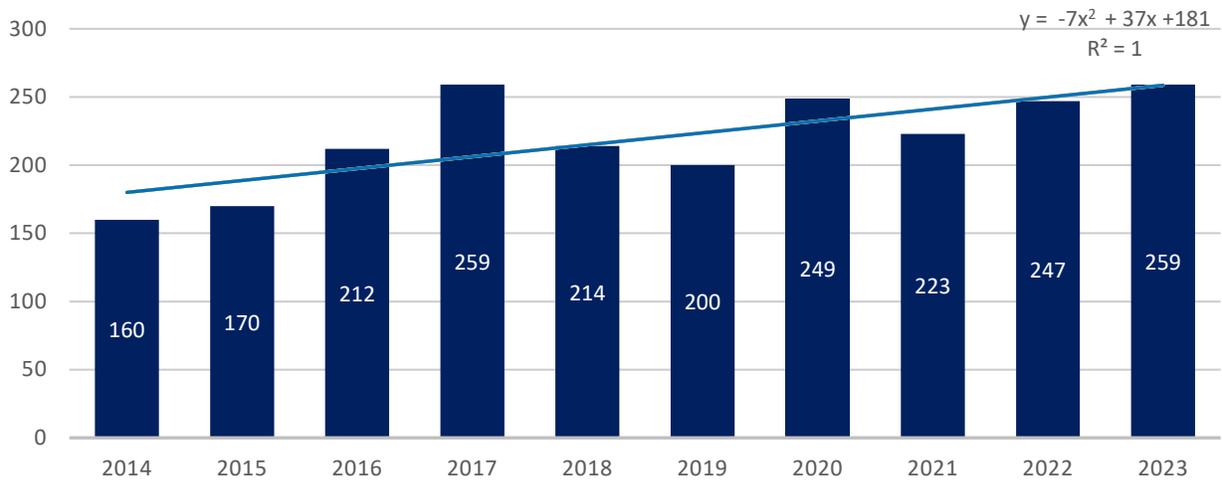
Indiana Criminal Justice Institute

IMPAIRED DRIVING (DRUGS & ALCOHOL)

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

In 2020, there were 249 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, a 46.4% (170) increase from 2015. At 249 fatalities in 2020, this represents 27% of Indiana’s 897 fatalities. Drivers made up 72% of all fatalities in Indiana alcohol-impaired collisions. Males accounted for 77% of all drivers in Indiana fatal crashes, 16% of which were reported to be legally impaired with male drivers aged 21–24 and 25–34 years representing the highest proportion. Among drivers killed in fatal collisions who had reported drug and alcohol test results, 40% were alcohol impaired and 50% tested positive for one or more drugs.

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



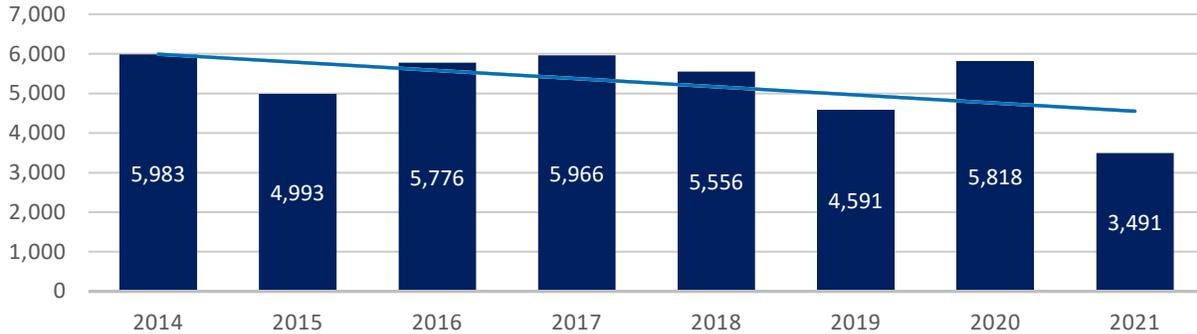
Source: 2016-20, FARS; 2021, ARIES

During FY19 and FY20 with funding provided by the TSD, the Department of Toxicology was able to eliminate the backlog of pending submissions for analysis for drugs and alcohol from a backlog of nearly 6,000 submissions to under 500, a reduction of nearly 1200%. This backlog reduction was sustained with continued funding through FY21. Analysis results for submissions requesting alcohol analysis are currently provided in an average of less than 20 days for all submissions. Analysis results for submissions requesting drug analysis are currently provided in an average of 45 days for all submissions. Prior to the reduction alcohol results trended at six months, and drug results at twelve to thirteen months. Indiana law enforcement agencies are currently updated crash records from 2019 and 2020 records with available results.

ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification of geographical areas of significance. Utilizing submission data to identify frequency of impaired driving incidents to capture additional data not represented through crash reports. Utilizing this information as predictive data, Indiana counties with higher incidence of impaired driving are at greater risk for impaired driving crashes. ICJI examines this information quantitatively, but additionally quantifiably in examining the number of incidents in ratio to per 10,000 population, for greater problem ID in rural areas.

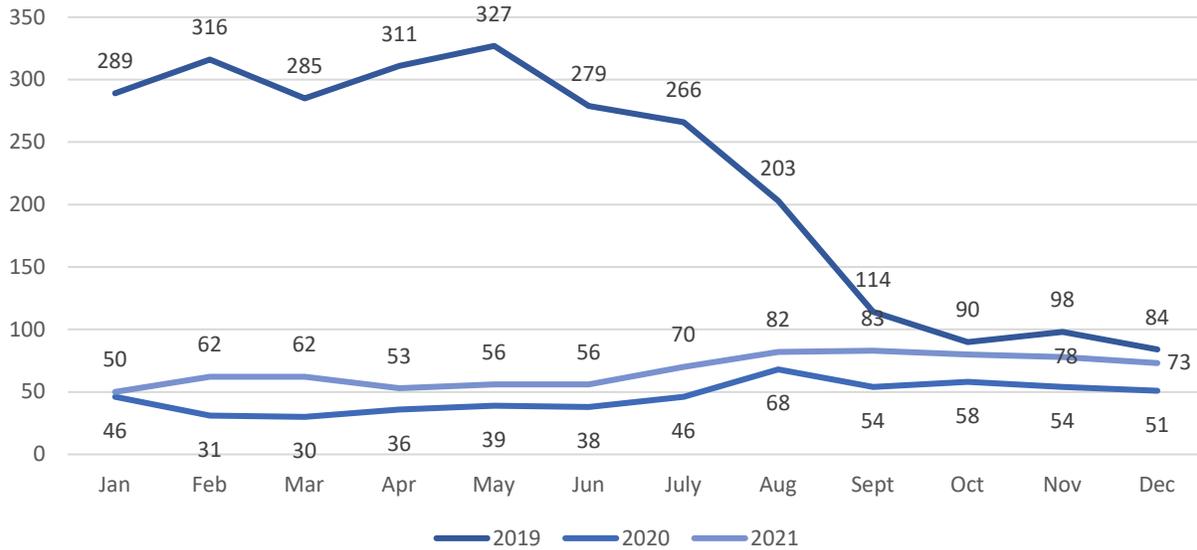
In 2020, hours worked during DUI enforcement decreased by only 0.95% in 2020 from 2019, while the number of impaired driving citations and arrests during grant-funded enforcement activities increased by 20.53%.

NUMBER OF IMPAIRED DRIVING CITATIONS AND ARRESTS DURING GRANT FUNDED ENFORCEMENT



Source: OPO Database

ALCOHOL AND DRUG TURNAROUND TIMES 2019-2021



Source: Indiana State Department of Toxicology

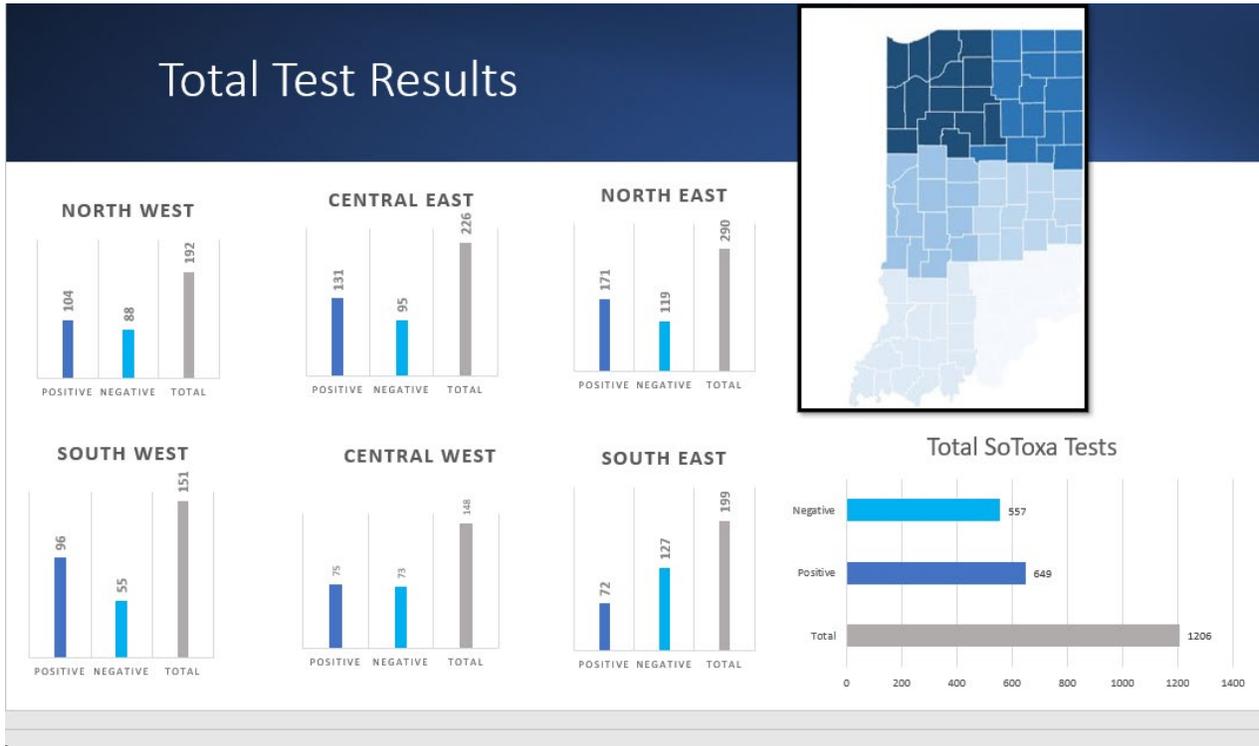
In 2018, 64% of Fatal and Serious Bodily Injury Crashes, and 55% of all crashes involving THC results were at a level of less than or equal to 4ng/ml with a total of 1,759 cases positive for cannabinoids. In 2020, 43% of Fatal and Serious Bodily Injury Crashes, and 45% of all crashes involving THC results were at a level of less than or equal to 4ng/ml with a total of 2,789 cases positive for cannabinoids.

THC RESULTS FOR TRAFFIC CASES 2015-2020

| Traffic | | Traffic | | | | | | |
|---------|-------------------|------------------------|-----------------|------------------|-------------------------------|-----------------------|-------------------------|-------------------------|
| | | Drug Screening | | | Drug Screening Tested by ISDT | | | |
| Year | # Cases Submitted | # Tested (NMS or ISDT) | # Tested by NMS | # Tested by ISDT | # Positive (any drug) | % Positive (any drug) | # Positive Cannabinoids | % Positive Cannabinoids |
| 2015 | 6286 | 6235 | 0 | 6235 | 4224 | 68% | 2773 | 66% |
| 2016 | 7217 | 7126 | 0 | 7126 | 5062 | 71% | 3403 | 67% |
| 2017 | 7540 | 6249 | 0 | 6249 | 4294 | 69% | 2776 | 65% |
| 2018 | 7479 | 6609 | 2434 | 4175 | 2951 | 71% | 1759 | 60% |
| 2019 | 7499 | 7135 | 3644 | 3491 | 2549 | 73% | 1308 | 51% |
| 2020 | 8105 | 8068 | 686 | 7382 | 5347 | 72% | 2789 | 52% |

Source: Indiana State Department of Toxicology

SOTOXA ORAL FLUID TESTING PROGRAM RESULTS FY21



Source: Indiana Criminal Justice Institute

PLANNED ACTIVITIES

PLANNED ACTIVITY: DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION

Planned activity number: 2023-00-00-26

Countermeasure Strategy: Laboratory Testing of Drug and Alcohol Samples

PLANNED ACTIVITY DESCRIPTION

This project continues to fund outsourcing and support operational costs to sustain the achieved backlog reduction of testing within the Indiana State Department of Toxicology. The current time of submission to time of analysis result delivery is less than 30 days for alcohol testing, and near 97 days for drug testing. Extended turnaround time for drug analysis delays prosecution of impaired driving crashes and reduces effectiveness of DRE evaluation results in all 92 Indiana counties.

Timely availability of these forensic results provides direct positive impacts for courts and victims of impaired driving to assist with prosecution decisions and expedite the adjudication of traffic related offenses. Project goal is to achieve and sustain a reporting period of 30 - 45 days from the time a sample is received.

Project allows for outsourcing of testing to sustain and improve timeliness of results and improvement of laboratory equipment items as approved by the Regional Administrator for efficiency enhancements. Efficiency enhancements through equipment to reduce the need for outsourcing and provide long term sustainability of the timeliness of results. Supporting costs to increase the number of breath test operator courses to increase the number of breath test operators with the ability to utilize breath evidence versus blood evidence, further reducing case load increases.

Allow for staff involved with the analysis and improvement of testing capabilities to attend training and conferences to further the knowledge and ability of ISDT. Improving the knowledge and abilities of ISDT staff will work to enhance credibility when testifying in impaired driving cases as well as provide information on emerging drugs and trends to guide planning for the increased scope of testing by ISDT Staff. Provides for additional staff hours, including an additional Laboratory Supervisor and Forensic Scientist.

Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

This countermeasure will provide funding for the Indiana State Department of Toxicology to outsourcing the analysis of the blood samples, and through equipment updates, will improve internal efficiency to reduce future need for outsourcing. Blood samples need to be tested quickly and efficiently so they can be used as evidence at trial.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in reducing a backlog of blood samples in need of testing. Testing samples quickly supports the efforts of judges, prosecutors, and officers to deter impaired driving. Drug impaired driving is increasing in prevalence in Indiana. This program supports the state in reaching performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

This countermeasure is necessary for the department of toxicology to update or replace equipment to facilitate timely analysis of blood samples. Driver awareness of streamlined impaired driving evidence processing, which leads to faster case adjudication, will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D | 405d Low Other Based on Problem ID | \$645,000 | \$161,250 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana Department of Toxicology

PLANNED ACTIVITY: INDIANA STATE POLICE DUIEP: Driving Under the Influence Extra Patrol

Planned activity number: 2023-00-00-25

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

PLANNED ACTIVITY DESCRIPTION

Funding is provided to ISP to enforce impaired driving traffic laws. Troopers conduct saturation patrols to combat impaired driving while enforcing dangerous driving, seat belt violations, and speed violations. ISP is required to participate in national mobilizations as well as any other activities determined by ICJI.

All programs have a zero-tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. Specific emphasis during peak periods of motorcycle involved crashes of May-September should focus on motorcycle impaired operators. ISP directs enforcement concentration within each enforcement district utilizing crash data. The ISP participates and supports the National Mobilization for Impaired Driving through the ISP DUIEP Project.

The ISP provides a strategic operations plan with the identified areas of enforcement for each performance reporting period. ISP is required to report fiscally and programmatically on a quarterly basis in the IntelliGrants System. They are also required to report all enforcement within 20 days of the end of each month or National Mobilization Period to ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, supplies, and travel.

The FY2023 HSP continues the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. ISP Districts which have DREs in their area(s) will have the ability to allocate

specific funding for DRE utilization throughout the grant period. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting. Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of funds for appropriate enforcement activities.

PROJECT SAFETY IMPACTS

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations and two statewide mobilizations. High visibility enforcement has an impact on increasing restraint usage in vehicles. This countermeasure includes participation in the national mobilizations as well as creating additional statewide mobilizations. This countermeasure compliments others in the occupant protection program area, with use of high visibility enforcement to remind drivers to wear seat belts and the other countermeasure focus on enforcement all year round.

LINKAGE BETWEEN PROGRAM AREA

High Visibility Enforcement during grant funded activity will also discourage violations of the law prohibiting the operation of a motor vehicle while not wearing a seat belt. This will provide support to the state in reaching performance targets C-1, C-3, C-4, C-5.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing citations and arrests. This countermeasure was selected as an identified, proven strategy within NHTSA "Countermeasures That Work" for combating impaired driving and nighttime unrestrained collisions. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. These funds are necessary to help reduce our unrestrained fatalities and increase citations.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 164AL | 164 Transfer Funds-AL | \$500,000 | \$0 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana State Police

PLANNED ACTIVITY: TRAFFIC SAFETY RESOURCE PROSECUTOR

Planned activity number: 2023-00-FL-30

Countermeasure Strategy: Prosecutor Training

PLANNED ACTIVITY DESCRIPTION

This project provides funding for two Indiana Traffic Safety Resource Prosecutors (TSRP) to provide training, education, and technical support. Their goal is to reduce the number of traffic fatalities and injuries from behavioral rooted causations through prosecuting offenders under the state's OWI laws and additional traffic related statutes. The TSRP will host multiple trainings sessions throughout the year.

The TSRP is available to officers and prosecutors for consultations regarding traffic offense cases. The TSRP also reviews proposed traffic safety legislation and assists with the law enforcement phlebotomy program. The TSRP will produce a quarterly newsletter to keep agencies up to date on current trends. The TSRP attends ICJI's annual law enforcement update meetings. The TSRP's will assist with programmatic material for the Annual Statewide Impaired Driving Training Conference. This project will provide for two TSRPs' salary, benefits, travel, training costs, and administrative support costs. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

The prosecutor training program allows a prosecuting attorney to attend training to better understand impaired driving cases and prosecution. Training is needed, to increase the successful prosecution and conviction of impaired drivers in Indiana.

LINKAGE BETWEEN PROGRAM AREA

Funds will increase confidence in the prosecuting of impaired driving cases. Due to the need for this type of training the TSD expanded the TSRP Program with a second TSRP in FY20. This program supports the state in reaching performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist prosecutor training for Indiana's prosecutors on effective methods of investigating and prosecuting impaired driving cases. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------------|---------------|-------------|---------------|
| 405D – FLEX | 405d Low Police Traffic Services | \$400,000 | \$100,000 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana Prosecuting Attorney’s Council

PLANNED ACTIVITY: OWI COURT TRAINING

Planned activity number: 2022-00-00-32

Countermeasure Strategy: OWI Courts

PLANNED ACTIVITY DESCRIPTION

The National Center for DWI Courts (NCDC) provides training and technical assistance to states to develop and implement OWI courts. This project will fund attendance for OWI Court staff to attend one three and one-half (3.5) day foundational training class to train up to six (6) planning teams. This training is designed to take these planning teams through the various stages involved in planning and designing an OWI court. At the conclusion of the training, teams will be expected to work within their jurisdictions to implement OWI courts. As required by NCDC, each team will consist of a minimum of eight (8) team members.

This project will fund the training costs for this foundational training including lodging and meal costs for the team members who attend this training. NCDC trained six (6) Indiana teams in FY18 and this planned activity will increase the number of OWI courts in Indiana to twelve (12). The funding for this planned activity for the OWI courts provides judicial education regarding, OWI courts and impaired driving education.

PROJECT SAFETY IMPACTS

This countermeasure provides training to prosecutors and judges about handling OWI cases, who would otherwise not be able to acquire this training.

LINKAGE BETWEEN PROGRAM AREA

The funds will improve the confidence of judges and prosecutors in impaired driving prosecution and sentencing. This program will help the state achieve performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. This countermeasure strategy was chosen to provide further education for Indiana judges and prosecutors around impaired driving prosecution and sentencing. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------|---------------|-------------|---------------|
| 405D | 405d Low Court Support | \$65,000 | \$16,250 | \$0 |

INTENDED SUB-RECIPIENTS: Municipal/County Courts Establishing or with Established OWI Courts

PLANNED ACTIVITY: LAW ENFORCEMENT PHLEBOTOMY PROGRAM

Planned activity number: 2023-00-00-29

Countermeasure Strategy: High Visibility Enforcement

PLANNED ACTIVITY DESCRIPTION

The Law Enforcement Phlebotomy Program will be conducted in collaboration with the Indiana State Department of Health, Indiana State Department of Toxicology, and Vincennes University. The Law Enforcement Phlebotomy Program will provide training for Indiana officers to collect blood samples from vehicle operators involved in fatal crashes, or any crash where impairment is suspected. Program costs will support training for officers, training supplies, as well as specimen collection and submission kits for all Indiana officers. These funds will be used to allow officers to spend less time transporting individuals to and from hospitals, which will in turn allow them to return quicker to enforcement activities. This program will also facilitate the ability of Indiana to test a larger percentage of drivers involved in fatal collisions, increasing our access to timely, accurate, data.

PROJECT SAFETY IMPACTS

High visibility enforcement for drug and alcohol impaired driving is a necessity for the State of Indiana. Utilizing officers who are trained on collecting blood samples for analysis will further increase enforcement in counties who have limited access to hospitals or medical professionals. This countermeasure is focused on the officers collecting the blood samples in support of high visibility enforcement for impaired drivers.

LINKAGE BETWEEN PROGRAM AREA

In 2019, 40% of the vehicle operators involved in fatal crashes were tested for alcohol or drugs. As demonstrated by the problem analysis, drug impaired driving is increasing in Indiana. Indiana remains rural in many areas, with extended travel time to hospital facilities. Additionally, many of these rural areas are assisted by medical helicopter services that immediately transport vehicle operators across state lines. This further restricts the ability for immediate testing. Use of this program will help the state achieve performance targets C-1, C-3, C-5.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

This countermeasure strategy is needed to help address the issue of impaired driving through testing of blood.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D | 405d Low Other Based on Problem ID | \$150,000 | \$37,500 | \$0 |

INTENDED SUB-RECIPIENTS: Vincennes University, Indiana State Department of Health

PLANNED ACTIVITY: JUDICIAL OUTREACH LIAISON

Planned activity number: 2023-00-00-31

Countermeasure Strategy: Judicial Outreach Liaison

PLANNED ACTIVITY DESCRIPTION

This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock and impaired driving laws to judges and judiciary staff across the state.

The Judicial Outreach Liaison will also:

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

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

PROJECT SAFETY IMPACTS

The judicial outreach liaison will assist in training judges and judiciary staff regarding ignition interlock laws and impaired driving education. The judicial outreach liaison will also work with the specialty court committee to promote the development and use of OWI courts along with other activities. This countermeasure compliments others, especially the prosecutor training.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in assuring education is provided to judges regarding ignition interlock technology, accessibility to resources, and drug impaired driving. Educating judges about sentencing repeat offenders to have an ignition interlock system installed in their vehicle will assist in reducing the number of fatalities and impaired driving collisions. This program will help the state achieve performance targets C-1, C-3, C-5. This planned activity is not directly related to the blitzes but affects anyone arrested who may go before a judge who sentences them to the installation of an ignition interlock.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in providing Indiana's judicial staff continuing training and education so they are able to effectuate the most appropriate sentence that will best rehabilitate the offender and reduce recidivism. Driver awareness of stricter sentencing and skilled impaired driving prosecution will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D | 405d Low Drug and Alcohol Training | \$70,000 | \$17,500 | \$0 |

INTENDED SUB-RECIPIENTS: Judicial Outreach Liaison, Penrod Consulting LLC

PLANNED ACTIVITY: IMPAIRED DRIVING TRAINING PROGRAM

Planned activity number: 2023-00-00-27

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

PLANNED ACTIVITY DESCRIPTION

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

Indiana plans annually to provide two (2) DRE Courses with a goal of fifty (50) new DRE's trained annually to outpace attrition and provide additional resources. Indiana has increased the number of certified DRE Officers from 115 in 2016 to 256 in 2020, and with attrition this number was reduced to

176 by 2022. A minimum of two SFST Instructor Courses are planned annually to increase the number of SFST Instructors available to provide basic training and refresher training with associated psychomotor proficiencies.

The impaired driving program additionally provides logistical and educational support with the Law Enforcement Phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, and the annual Traffic Safety Conference with the impaired driving conexus between all programs. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

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

LINKAGE BETWEEN PROGRAM AREA

The funds will assist with providing DRE Training to law enforcement officers in Indiana. The TSD is finding that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

Rationale for Selecting Countermeasure/Amount

These funds will assist with providing DRE Training to law enforcement officers in Indiana. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1 and C-5 which are the number of total fatalities and the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08% and above.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D | 405d Low Drug and Alcohol Training | \$500,000 | \$125,000 | \$0 |

INTENDED SUB-RECIPIENTS: DRE and SFST Training Services Provider

PLANNED ACTIVITY: DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

Planned activity number: 2023-00-00-28

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

PLANNED ACTIVITY DESCRIPTION

This project provides Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into handheld data tablets. The tablets use an electronic version of the DRE face sheet, which eliminates the need for paper copies during an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data to the National DRE System with NHTSA, including drawings. This project will enhance data capture, reduce the time it takes to complete evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures. Funding supports a professional services contract for software and application support, and the cost to replace outdated tablets equipped with protective cases. Initial tablets were provided for the program with the purchase of tablets in 2016.

PROJECT SAFETY IMPACTS

This project supports the DRE Program and collects necessary data to demonstrate changes in trends of impaired driving and assists in validating cost for the DRE program.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in monitoring the DRE Training to law enforcement officers in Indiana. In 2020 there were 219 fatalities from 190 collisions from drivers, who had a positive or pending drug result that died in collisions. The TSD is finding that drug impaired collisions are increasing and are more likely to lead to injury or death than alcohol impaired collisions. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. This program will help the state achieve performance targets C-1, C-3, C-5.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist with providing DRE Training to law enforcement officers in Indiana. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1 and C-5 which are the number of total fatalities and the number of fatalities involving a driver or motorcycle operator with a BAC of 0.08% and above.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D | 405d Low Drug and Alcohol Training | \$185,000 | \$46,250 | \$0 |

INTENDED SUB-RECIPIENTS: REGIS, State of Missouri

PLANNED ACTIVITY: ROADSIDE IMPAIRED DRIVING ORAL FLUID FOR DRUGED DRIVING (RID-DD)

Planned activity number: 2023-00-00-24

Countermeasure Strategy: Supporting Law Enforcement

PLANNED ACTIVITY DESCRIPTION

The TSD will deploy the use of the oral fluid testing instruments for use at sobriety checkpoints and in Indiana counties demonstrating an imbalance of breath test administration for alcohol to the submission of blood samples for drug analysis. TSD will also deploy instruments to counties which display a high incidence of submissions for drug analysis.

In 2020 there were 219 fatalities from 190 collisions from drivers, who had a positive or pending drug result that died in collisions. During year one of the project 554 total tests were administered, with a positive test rate of 53.6% resulting in probable cause for arrest.

Funds for this program will purchase continuing testing supplies and provide for annual maintenance for existing units while adding additional testing instruments to increase the availability of instruments in metropolitan areas and incorporate additional rural counties along the Illinois, Michigan, Ohio borders. Instruments are at a cost of less than the minimum equipment threshold value with testing supplies for these instruments separate. The SoToxa instrument logs testing information for monitoring the administration of oral fluid tests for data and program evaluation purposes. Officers from agencies who are at minimum trained in ARIDE will be eligible to participate. The Impaired Driving Program Manager will provide oversight of this program.

PROJECT SAFETY IMPACTS

This project provides funding trained officers to utilize field instruments to analyze the oral fluid of a subject suspected of operating a vehicle while intoxicated on a substance other than or in addition to alcohol. Currently, Indiana law enforcement officers have only regional availability for roadside use to assist with establishing probable cause for drug impairment during operating while intoxicated investigations. Collecting oral fluid from a driver on the roadside can be easy, quick, and non-invasive. The accuracy of results will increase the faster a sample can be collected to the time the driver was operating a vehicle. The oral fluid test instrument provides the investigating police officer positive or negative test results, in minutes.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in increasing citations and arrests. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This program will help the state achieve performance targets C-1, C-3.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist in increasing citations and arrests. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected so Indiana law enforcement agencies will be more equipped to tackle of the issue of drug impaired driving, which is becoming more prevalent every year. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D | 405d Low Other Based on Problem ID | \$485,000 | \$121,250 | \$0 |

INTENDED SUB-RECIPIENTS: County and Municipal Law Enforcement Agencies



FY 2023

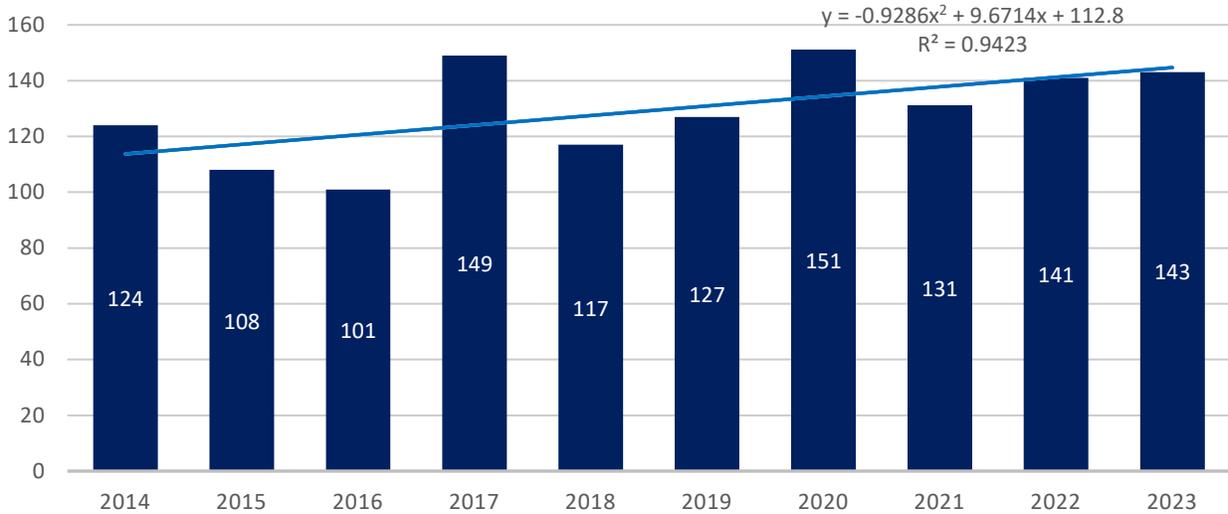
Indiana Criminal Justice Institute

MOTORCYCLE SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

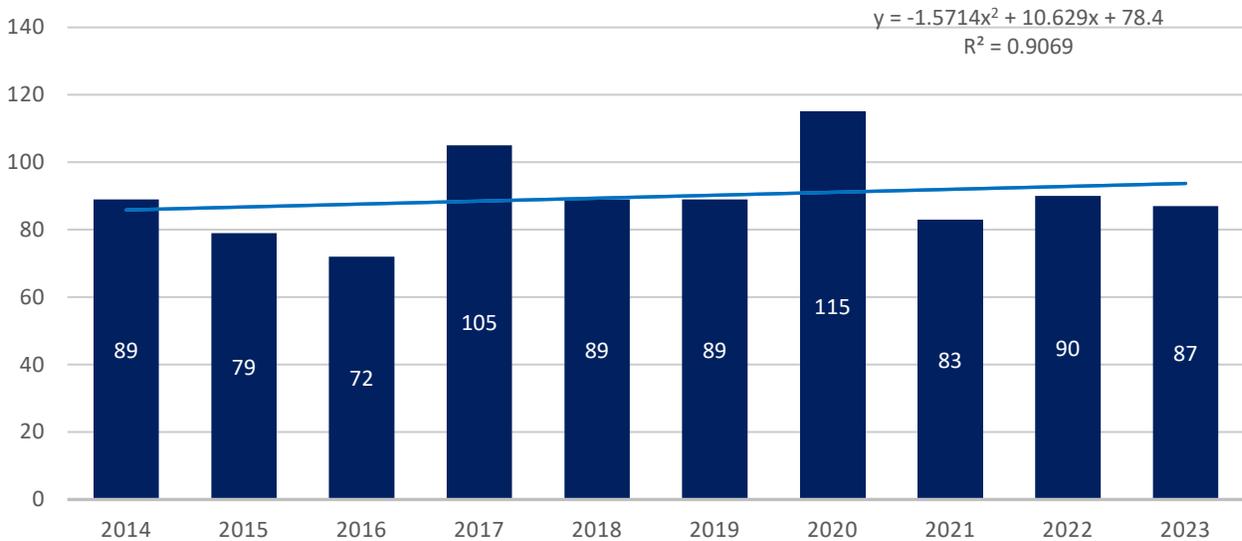
In 2020, there were 138 motorcycle fatalities, an increase 11 from 2019, and 11 less than the peak during the five-year period. Motorcycle fatalities are increasing at a rate of 8.6 percent per year over the last two years. Total motorcycle registration in Indiana for 2020 were, 234,014.

TOTAL MOTORCYCLE FATALITIES



Source: 2017-20, FARS; 2021, ARIES

UN-HELMETED MOTORCYCLE FATALITIES



Source: 2017-20, FARS; 2021, ARIES

In 2019, far more male motorcyclists (2,375) were involved in motorcycle collisions than female motorcyclists (321) with males also accounting for most motorcycle fatalities. Male motorcyclists accounted for the most fatalities (105), an increase of 8 percent from 2018 and 2019, The number of collision-involved female operators decreased 22 percent from 2018 to 2019. The number of female motorcycle operators killed also declined by 53 percent 2018 (from 15 to 7).

INJURY STATUS OF MOTORCYCLISTS IN INDIANA COLLISIONS BY GENDER AND PERSON TYPE, 2015-2019

| Person type, gender, and injury status | | | | | | Annual rate of change | |
|--|--------------|--------------|--------------|--------------|--------------|-----------------------|---------------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | 2018-19 | 2015-19 |
| All riders | 3,499 | 3,407 | 3,403 | 2,875 | 2,698 | -6.2% | -6.3% |
| Fatal | 107 | 98 | 144 | 112 | 112 | 0.0% | 1.1% |
| Injured | 2,417 | 2,326 | 2,288 | 1,932 | 1,818 | -5.9% | -6.9% |
| Not injured | 975 | 983 | 971 | 831 | 768 | -7.6% | -5.8% |
| Male | 2,999 | 2,951 | 2,913 | 2,462 | 2,375 | -3.5% | -5.7% |
| Fatal | 97 | 85 | 129 | 97 | 105 | 8.2% | 2.0% |
| Injured | 2,000 | 1,965 | 1,896 | 1,608 | 1,554 | -3.4% | -6.1% |
| Not injured | 902 | 901 | 888 | 757 | 716 | -5.4% | -5.6% |
| Female | 497 | 449 | 482 | 409 | 321 | -21.5% | -10.4% |
| Fatal | 10 | 13 | 15 | 15 | 7 | -53.3% | -8.5% |
| Injured | 415 | 361 | 392 | 324 | 264 | -18.5% | -10.7% |
| Not injured | 72 | 75 | 75 | 70 | 50 | -28.6% | -8.7% |
| Operators only | 3,161 | 3,108 | 3,049 | 2,600 | 2,469 | -5.0% | -6.0% |
| Male | 2,911 | 2,884 | 2,829 | 2,394 | 2,315 | -3.3% | -5.6% |
| Fatal | 97 | 84 | 127 | 94 | 104 | 10.6% | 18% |
| Injured | 1,928 | 1,909 | 1,823 | 1,555 | 1,504 | -3.3% | -6.0% |
| Not injured | 886 | 891 | 879 | 745 | 707 | -5.1% | -5.5% |
| Female | 250 | 224 | 220 | 206 | 154 | -25.2% | -11.4% |
| Fatal | 1 | 3 | 4 | 1 | 2 | 100% | 18.9% |
| Injured | 187 | 154 | 144 | 137 | 103 | -24.8% | -13.9% |
| Not injured | 62 | 67 | 72 | 68 | 49 | -27.9% | -5.7% |

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Notes:

- 1) Excludes cases where gender or injury status are unknown.
- 2) Non-fatal injuries include individuals with at least one incapacitating, non-incapacitating, or other injury.
- 3) Not injured includes all individuals involved in collisions reported as null values in the injury status code field. Reporting officers are instructed to include all drivers in ARIES, but to include passengers in the crash report only if an injury occurs; therefore, not injured counts of passengers should be interpreted with caution.

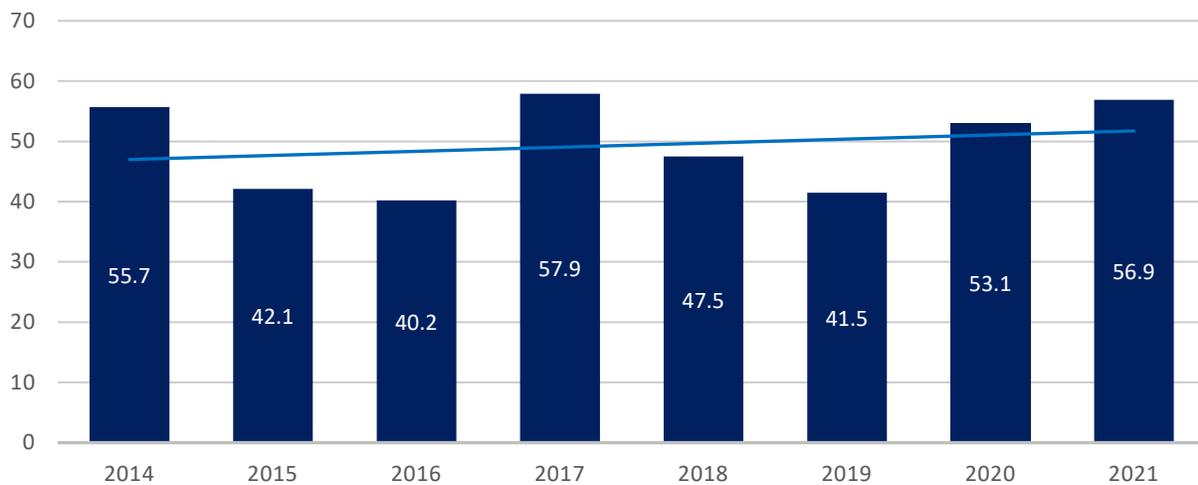
Collisions involving motorcycles predominately occurred during clear and dry weather conditions, on local/city straight/level roads during daylight hours. Un-endorsed riders accounted for 35.6%, 42 of 118, of all fatalities in 2019. Non-helmeted riders represented 70% of all motorcycle fatalities in 2020. Motorcycle fatalities per 100,000 registrations is predicted to be 45.6 in 2019. The 2017, 2018, and 2019 rates have steadily increased since 2015, to the highest rate in a decade of 59.2 in 2020. Data demonstrates that the number of collisions has not significantly increased, rather the total number of registrations have been decreasing for the last five years, with 2017 experiencing eight (8) additional collisions than 2020 and yielding a lower rate at 57.9 versus 59.2 in 2020.

DRIVER'S LICENSE TYPE REPORTED BY MOTORCYCLE OPERATORS INVOLVED IN INDIANA TRAFFIC COLLISIONS, 2015-2019

| Fatal motorcycle collisions | 2015 | 2016 | 2017 | 2018 | 2019 | 2018-19 | 2015-19 | 2019 |
|---|------|------|------|------|------|---------|---------|-------|
| Motorcycle operators involved in fatal collisions | 105 | 105 | 142 | 110 | 118 | 7.3% | 3.0% | 100% |
| Licensed, MC endorsement | 46 | 58 | 63 | 54 | 60 | 11.1% | 6.9% | 50.8% |
| Operators w/MC endorsement | 28 | 37 | 50 | 38 | 40 | 5.3% | 9.3% | 33.9% |
| Chauffeur w/MC endorsement | 7 | 10 | 5 | 4 | 6 | 50.0% | -3.8% | 5.1% |
| Motorcycle learner's permit | 8 | 7 | 4 | 5 | 7 | 40.0% | -3.3% | 5.9% |
| Motorcycle | 3 | 4 | 3 | 6 | 7 | 16.7% | 23.6% | 5.9% |
| Public passenger chauffeur w/MC endorsement | 0 | 0 | 1 | 1 | 0 | -100% | N/A | 0.0% |
| Licensed, no MC endorsement | 56 | 40 | 65 | 42 | 42 | 0.0% | -6.9% | 35.6% |
| Operator | 52 | 35 | 60 | 34 | 38 | 11.8% | -7.5% | 32.2% |
| Commercial driver | 1 | 5 | 1 | 3 | 2 | -33.3% | 18.9% | 1.7% |
| Chauffeur | 1 | 0 | 3 | 2 | 0 | -100% | -100% | 0.0% |
| Motorcycle learner's permit | 1 | 0 | 1 | 2 | 2 | 0.0% | 18.9% | 1.7% |
| Public passenger chauffeur | 1 | 0 | 0 | 1 | 0 | -100% | -100% | 0.0% |
| No license | 2 | 7 | 13 | 14 | 16 | 14.3% | 68.2% | 13.6% |
| Unknown license status | 1 | 0 | 1 | 0 | 0 | N/A | -100% | 0.0% |

Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020
 Indiana Bureau of Motor Vehicles, as of April 3, 2020

MOTORCYCLE FATALITIES PER 100K



Source: ARIES, BMV

PLANNED ACTIVITIES

PLANNED ACTIVITY: PROGRAM MANAGEMENT MOTORCYCLE

Planned activity number: 2022-00-00-48

Countermeasure Strategy: Highway Safety Office Program Management Motorcycle

PLANNED ACTIVITY DESCRIPTION

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

PROJECT SAFETY IMPACTS

Motorcycle safety program management will be part of the assigned program manager's duties. The program manager will help each region try to lower their motorcycle collisions through grant funding.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist the program managers to help the LELs in identifying these counties and providing in-person and in-office help to their region. Working together the program managers will assist the entire state in reaching performance targets C-5, C-7, C-8.

| Core Outcome Measures | |
|-----------------------|---|
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| C-7 | Motorcyclist Fatalities To reduce motorcyclist fatalities under the projected 143 (2023 Projected Annual) by 2023. |
| C-8 | Un-helmeted Motorcyclist Fatalities To maintain un-helmeted, motorcyclist fatalities under the projected 87 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds for this countermeasure will support the regional program managers monitoring of the motorcycle grants. This countermeasure strategy does not involve the national mobilizations directly. The regional program managers help select and monitor agencies that receive funds to participate in the national mobilizations. This does not include funds for management of the national mobilizations.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Motorcycle Safety | \$20,000 | \$5,000 | \$0 |

INTENDED SUB-RECIPIENTS: ICJI - TSD

PLANNED ACTIVITY: MOTORCYCLE HIGH VISIBILITY AWARENESS (HVA)

Planned activity number: 2023-FL-00-47

Countermeasure Strategy: High Visibility Enforcement

PLANNED ACTIVITY DESCRIPTION

Motorcycle registrations in Indiana had increased to an all-time high of over 200,000 in the State of Indiana to a peaked in 2015 with 250,571. and remain well above 200,000 with 234,229 in 2019. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator.

Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2018 and continuing in 2020, clearly indicated two areas within the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson, and northwest Shelby counties.

While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE campaigns at motorcycle events such as “Poker Runs,” Swap Meets, Bike Nights, and various charity rides to increase awareness of motorcycles for other motorists and reinforce the importance of being properly endorsed. TSD will provide up to 5,000 motorcycle safety fact sheets to the agencies conducting these campaigns to hand out to riders at these events. Law enforcement will additionally conduct HVE Enforcement of non-motorcycle vehicles to promote awareness of motorcycles in and around the above type events where motorcycles saturate an area.

PROJECT SAFETY IMPACTS

This countermeasure focuses on providing materials at motorcycle events that discuss how drugs and alcohol can impair a motorcyclist and contribute to fatal accidents. Officers will be handing out these materials and watching to see if any riders at the event appear impaired and stop them from riding while on patrol. This countermeasure focuses on the impaired riders the unendorsed rider grant emphasizes proper licensing for riders.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in increasing citations, arrests, and education. Any police agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Rider awareness of enforcement will provide increased general deterrence of impaired driving incidents. This program will help the state achieve performance targets C-1, C-3, C-5. The program will also assist the state in achieving performance targets C-7 and C-8.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| C-7 | Motorcyclist Fatalities To reduce motorcyclist fatalities under the projected 143 (2023 Projected Annual) by 2023. |
| C-8 | Un-helmeted Motorcyclist Fatalities To maintain un-helmeted, motorcyclist fatalities under the projected 87 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist in increasing citations, arrests, and education. Any law enforcement agency that can demonstrate a need may apply for funding through this planned activity. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Most motorcycle collisions are occurring between May through September; therefore, enforcement will be limited to May through September. Impaired motorcyclists are prone to committing many risky traffic behaviors increasing their chance of being involved in a collision. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating impaired driving. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. This countermeasure does not support enforcement during the national mobilizations.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 405D – FLEX | Low Motorcycle Safety | \$65,000 | \$16,250 | \$0 |

INTENDED SUB-RECIPIENTS: City/County Law Enforcement Agencies

PLANNED ACTIVITY: MOTORCYCLE RIDER TRAINING AND AWARENESS INITIATIVE

Planned activity number: 2023-00-00-46

Countermeasure Strategy: Motorcyclist Licensing & Motorcycle Training

PLANNED ACTIVITY DESCRIPTION

In collaboration with the Indiana Bureau of Motor Vehicles (BMV), the TSD will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. The BMV will start by contacting unendorsed operators in the top 30 counties with the highest motorcycle collisions. If funds remain, they will then notify unendorsed operators in other counties. By starting with the top 30 counties, we are planning to reduce the number of motorcycle collisions in those counties.

This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement. The mailing will also provide a link for riders to obtain more information on motorcycle safety courses and how to obtain a motorcycle endorsement. Funding will support the printing, mailing, and digital media efforts required of the project.

Funding provided will allow for motorcycle training course to be held for non-endorsed operators. Including the allowable use of funds for only for motorcyclist safety training and motorcyclist awareness programs, including:

- (i) Improvements to motorcyclist safety training curricula.
- (ii) Improvements in program delivery of motorcycle training to both urban and rural areas, including -
 - (A) Procurement or repair of practice motorcycles.
 - (B) Instructional materials.
 - (C) Mobile training units; and
 - (D) Leasing or purchasing facilities for closed-course motorcycle skill training.

PROJECT SAFETY IMPACTS

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

LINKAGE BETWEEN PROGRAM AREA

These funds will assist in providing education to encourage proper licensing by motorcycle operators. The primary reasons for motorcycle fatalities are due to not being properly educated and licensed, along with impairment. Indiana has identified the top 30 counties with the most motorcycle collisions and will target those counties to receive the initiative funds. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing motorcycle safety. Rider awareness of education and enforcement will provide further reduction in incidence of motorcycle collisions, helping Indiana achieve performance targets C-1, C-3, C-7, C-8.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2016 -2020 rolling average) by 2023. |
| C-7 | Motorcyclist Fatalities To reduce motorcyclist fatalities under the projected 143 (2023 Projected Annual) by 2023. |
| C-8 | Un-helmeted Motorcyclist Fatalities To maintain un-helmeted, motorcyclist fatalities under the projected 87 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist in providing motorcycle operator education. Endorsed riders learn skills of how to avoid a collision that unendorsed riders are potentially unaware of. The Indiana Bureau of Motor Vehicles notified the TSD that about 50 percent of registered motorcycle riders are not endorsed. The more educated and endorsed riders there are on the road the fewer motorcycle fatalities and injuries will occur, as well as fewer motorcycle collisions in general. This countermeasure strategy is not part of the national mobilizations. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing motorcycle safety. Rider awareness of education and enforcement will provide further reduction in incidence of motorcycle collisions.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------|---------------|-------------|---------------|
| 405F | 405f Motorcyclist Training | \$120,000 | \$30,000 | \$0 |

INTENDED SUB-RECIPIENTS: Indiana Bureau of Motor Vehicles



FY 2023

Indiana Criminal Justice Institute

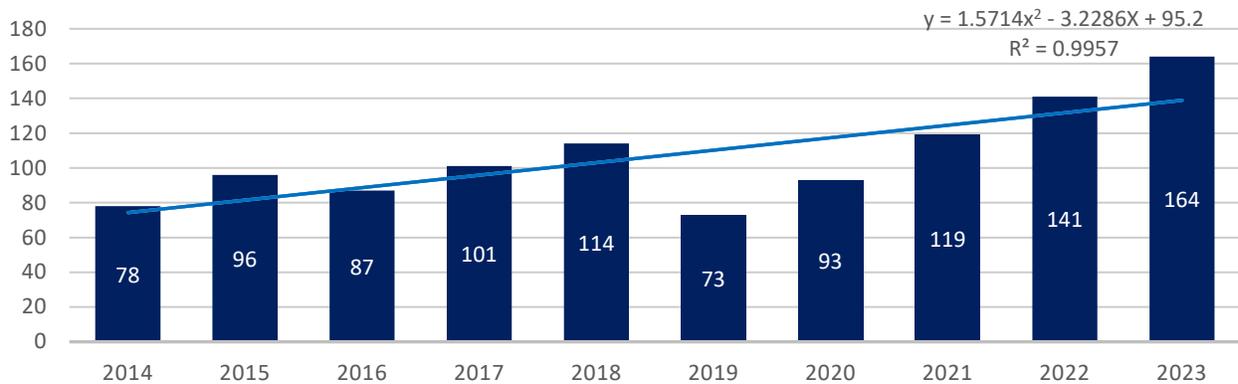


PEDESTRIAN/BICYCLISTS

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

In 2020, pedalcyclists and pedestrians were involved in 2,008 crashes, a decrease of 15.4 percent from 2019 with 2,318 collisions. While collisions decrease mortality of these collisions suffered with 5.1 percent resulting in 103 fatalities, a 29 percent increase from 2019. On average between 2015 and 2019, pedestrians accounted for 65 percent of all non-motorists involved in collisions, while pedalcyclists made up, on average, 31 percent of all non-motorists. Animal-drawn vehicle operators saw an increase in 2020 to 104 collisions, resulting in four deaths and 29 injuries, up from 99 collisions involving animal-drawn in 2019 resulting in one death and 22 injuries.

PEDESTRIAN FATALITIES



Source: 2014-20, FARS; 2021, ARIES

The two most common days pedestrian collisions occur on are Friday (263) and Wednesday (260) and the two most common day bicyclist collisions occur on are Tuesdays (142) and Friday (137). Failure to yield and pedestrian action are reported as the primary crash factor in 58% of crashes for both bicyclists and pedestrians.

NON-MOTORISTS INVOLVED IN INDIANA COLLISIONS, BY PERSON TYPE, AND DAY OF WEEK, 2019

| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total by time of day | % by time of day |
|--------------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------|------------------|
| Time of day | | | | | | | | | |
| Midnight-2:59 a.m. | 29 | 6 | 14 | 4 | 11 | 4 | 12 | 80 | 4.9% |
| 3-5:59 a.m. | 16 | 6 | 11 | 6 | 12 | 12 | 12 | 75 | 4.6% |
| 6-8:59 a.m. | 6 | 41 | 42 | 56 | 34 | 54 | 12 | 245 | 14.9% |
| 9-11:59 a.m. | 21 | 40 | 39 | 42 | 49 | 51 | 35 | 277 | 17% |
| Noon-2:59 p.m. | 42 | 54 | 64 | 53 | 61 | 68 | 58 | 400 | 24.3% |
| 3-5:59 p.m. | 41 | 96 | 94 | 97 | 103 | 104 | 63 | 598 | 36.4% |
| 6-8:59 p.m. | 48 | 68 | 81 | 77 | 67 | 66 | 59 | 466 | 28.3% |
| 9-11:59 p.m. | 32 | 33 | 31 | 34 | 29 | 41 | 48 | 248 | 15.1% |
| Total | 235 | 344 | 376 | 369 | 366 | 400 | 299 | 2,389 | 100% |
| % by day | 9.8% | 14.4% | 15.7% | 15.4% | 15.3% | 16.7% | 12.5% | 100% | |

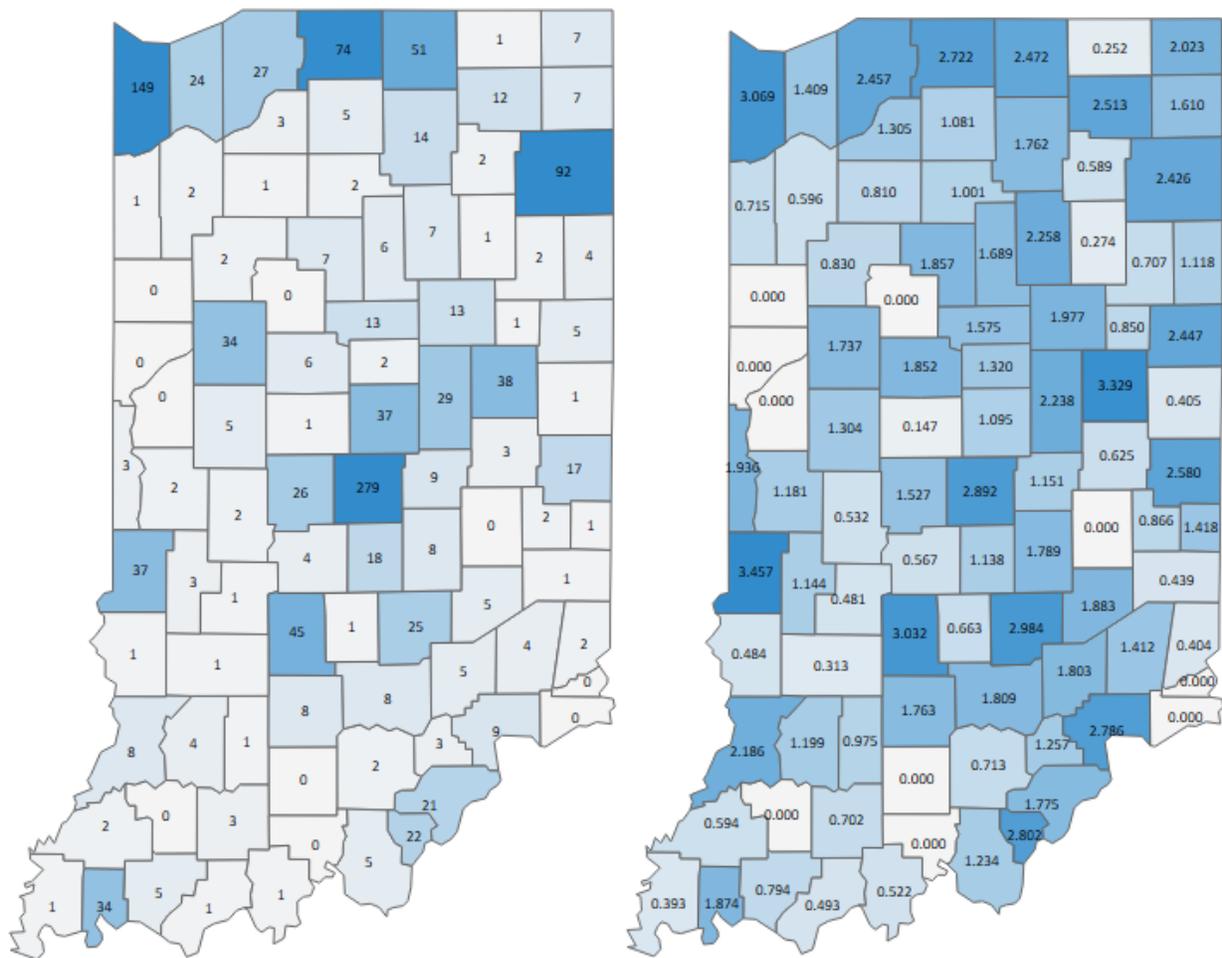
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Note: Data limited to collisions where day and time were reported.

The Central Region of the state has the most pedestrian and bicyclists' collisions. Seven counties account for just over 55% of pedestrian and bicyclists' collisions (Allen, Hamilton, Lake, Marion, Monroe, St. Joseph, and Tippecanoe). The top twenty counties make up 80% of pedestrian collisions; Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo (these are the additional thirteen to the seven counties listed in the previous sentences).

The top twenty counties make up almost 82% of bicyclist collisions: Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo.

PEDESTRIAN COLLISIONS PER COUNTY (LEFT) AND PEDESTRIAN COLLISIONS PER 10,000 POPULATION (RIGHT) IN 2020



Source: ARIES

PLANNED ACTIVITIES

PLANNED ACTIVITY: PEDESTRIAN AND PEDAL-CYCLIST ENFORCEMENT AND EDUCATION (PPE&E)

Planned activity number: 2023-00-FL-10

Countermeasure Strategy: Integrated Enforcement Strategies

PLANNED ACTIVITY DESCRIPTION

Issues regarding pedestrians and cyclists are diverse and impact communities differently. Counties with multiple for pedestrian and bicyclist fatality collisions will receive priority for this funding. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Enforcement and education should be data driven specific to the applicant recipient to address the diversity of crash causations by geographical location. Using bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns.

In FY 2018, the TSD awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities, these projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. This FY includes a planned expansion of education for law enforcement regarding the laws to protect pedestrians and pedal-cyclists in Indiana, with focused enforcement TSD feels continued funding would help reduce these numbers further. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

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

LINKAGE BETWEEN PROGRAM AREA

The funds will assist with a combination of enforcement and education. Pedestrian action is defined as a pedestrian not following traffic laws such as crossing outside of a crosswalk or crossing when they do not have the walk sign. Over 55% of collisions involving pedestrians or pedal-cyclist are due to either a failure to yield by the motorist or pedestrian/pedal-cyclist. An average of 12.5% of collision fatalities in Indiana over the last two years are pedestrians or pedal-cyclists, and funding is needed to lower this percentage. This program will help the state achieve performance targets C-1, C-3, C-10, C-11.

Core Outcome Measures

| | |
|------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

| | |
|-------------|---|
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicycle Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

These funds will assist increasing pedestrian and bicyclist safety through education and enforcement of applicable traffic laws. Providing both education and enforcement behaviors of those involved in the collisions will change by understanding consequences of risky behavior. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for increasing pedestrian and bicyclist safety. Driver awareness of enforcement will provide increased general deterrence for incidence of pedestrian and bicyclist collisions.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|------------------------------------|---------------|-------------|---------------|
| 405D – FLEX | 405d Low Pedestrian/Bicycle Safety | \$250,000 | \$65,500 | \$0 |

INTENDED SUB-RECIPIENTS: City/County Law Enforcement Agencies

PLANNED ACTIVITY: S.A.V.E: STOP ARM VIOLATION ENFORCEMENT PROJECT

Planned activity number: 2023-00-00-09

Countermeasure Strategy: Safe Routes to School

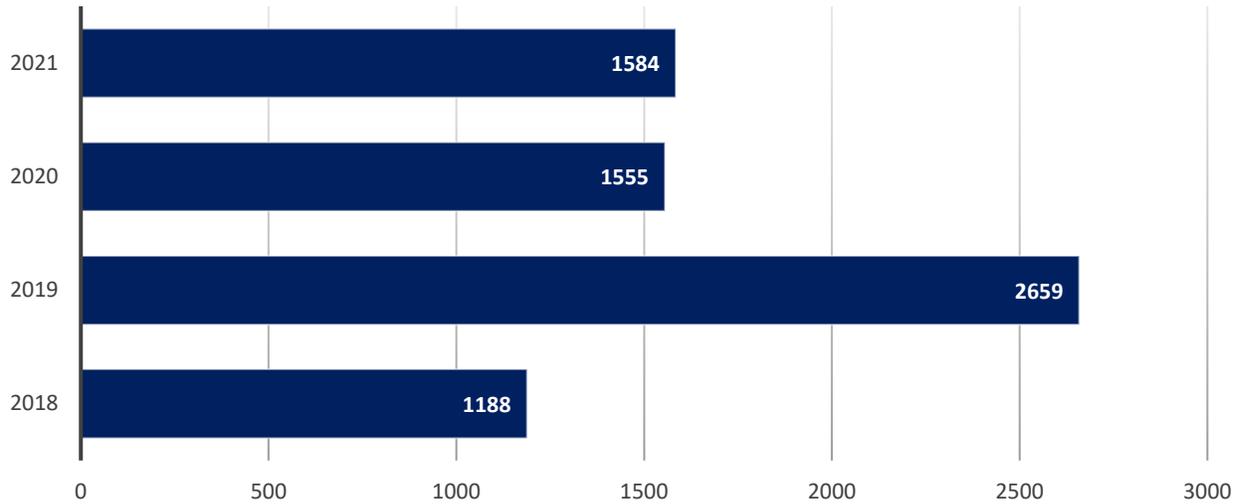
PLANNED ACTIVITY DESCRIPTION

The S.A.V.E. Project has a specific objective to utilize High Visibility Enforcement (HVE) in areas reported through a collaborative partnership between school corporations, school resource officers, and school bus drivers to identify areas where school bus stop arm violations are occurring. Enforcement activity for this project will be reported separately from all other traffic safety programs, which will encapsulate program activity within this project opportunity to evaluate the program footprint, community impact, and future sustainment in subsequent HSP’s. Project participants will be required to complete one media outreach item following each mobilization period and submit evidence thereof with their programmatic reporting.

PROJECT SAFETY IMPACTS

The safe routes to school countermeasure will improve the safety for children walking or bicycling to school, this would also include boarding or exiting school busses. The safe routes to school countermeasure will protect children as pedestrians, an area that is not targeted with the other countermeasures in this program area. Many of the countermeasures in this are target protecting children in a vehicle, by using restraints. Safe routes targets child as pedestrians making it to and from school. This countermeasure addresses the collisions and violations that involve children either getting on or off a school bus. Indiana has seen an increase in 2018 and 2019 in the number of stop arm violation reports submitted to the Indiana Department of Education.

STOP ARM VIOLATION ENFORCEMENT 2018-2021



Source: Indiana eCWS

LINKAGE BETWEEN PROGRAM AREA

The funds will assist law enforcement officers in providing focused enforcement for drivers who pass a school bus during their commute. This is not part of the national mobilizations; it does include two statewide mobilizations “Returns to School” in the fall and spring. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” to increase pedestrian safety. This program will help the state meet performance target C-1, C-3, C-2, C-9, C-10, C-11, and A-5.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-9 | Drivers Age 20 or Younger involved in Fatal Crashes To reduce drivers age 20 and younger involved in fatal crashes average) from projected number 151 (2023 Projected Annual) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicycle Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The funds will assist law enforcement agencies with increased enforcement during mobilizations and allow for funding to support collaboration trainings with schools, drivers, and officers to identify problem areas and best practice resolutions. Indiana has seen an increase in 2017 and 2018 in the number of stop arm violation reports submitted to the Indiana Department of Education. In 2018, 2019, 2021, and 2022 these violations resulted in fatalities of children in the process of boarding school buses. According to the Indiana Department of Education there were over 3,000 bus stop arm violations across Indiana daily. In a school year of 180 days that is over 540,000 stop arm violations for the state. Any one of those 540,000 could result in children being fatally struck. This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” to increase pedestrian safety. Driver awareness of enforcement will provide increased general deterrence of collisions involving pedestrians.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 402 | Pedestrian Safety | \$450,000 | \$112,500 | \$450,000 |



FY 2023

Indiana Criminal Justice Institute

YOUNG DRIVERS

PLANNED ACTIVITIES

PLANNED ACTIVITY: TEEN TRAFFIC SAFETY AND EDUCATION PROGRAM

Planned activity number: 2023-00-FL-15

Countermeasure Strategy: Community Traffic Safety Programs

PLANNED ACTIVITY DESCRIPTION

A primary method for Indiana to address the number of teens killed or injured in collisions is through partnership with Alliance Highway Safety to provide interactive and demonstrative programs, Rule the Road and Choices Matter. Indiana's Students Against Destructive Decisions (SADD) program is incorporated as a sustained education program within schools. Grant funding from ICJI is to support a full-time coordinator, part-time program manager, and interns to implement statewide programs aimed at strengthening teen traffic safety programs at middle schools, high schools, and college campuses.

SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs. This attempts to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities.

Funds are also used to pay for travel and training supply costs for training activities focusing on speed, distracted driving, choices for good outcomes, and best practice driving actions at more than 150 schools throughout the state. Training supply costs may include, but are not limited to, hands on teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge with no individual item to exceed a cost of more than \$4,000.00. Funding amount set at a minimum of 10 percent of the award is designated to supporting youth attendees ages 19 and younger who are returning members to Indiana Chapters the following school year to attend the Annual National SADD convention. All equipment will be identified in the project budget.

Indiana SADD will coordinate with Alliance Highway Safety to coordinate efforts from project 2023-00-00-36. Alliance provides on-site education and outreach for the young driver programs. Programs include Choice Matter, Prom Red Carpet Sponsor (Impaired Driving Messaging). Educational advertising messaging items are reusable items that are used during each educational outreach event, including but not limited to: banners, backdrops, carpet runners, tabletop covers, booth tent covers for outside events with SADD Groups. All these items will be reused throughout the year long program and will then be returned to the ICJI for reuse at future events. The educational messaging noted is the logo printing to these items are the NHTSA "Drive Sober or Get Pulled Over", "If You Feel Different, You Drive Different" logos along with the "ICJI" logo.

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

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

Integration and partnership of this activity with Indiana SADD provides delivery of live speakers promoting good choices through “Choices Matter” placing young drivers face to face with persons of their own age sharing the effects of choices made and the aftereffects.

PROJECT SAFETY IMPACTS

Reduce the number of Young Driver involved crashes, injuries, and fatalities by teaching young drivers proper car handling skills, reinforcing the importance of seat belt use, and discouraging distracted and impaired driving.

LINKAGE BETWEEN PROGRAM AREA

The funds will assist in further education of young drivers to decrease the number of instances of young drivers being killed or injured in collisions. Education will be used to discourage teens from distracted driving and impaired driving and to encourage seat belt use. This program will help the state achieve performance targets C-1, C-4, C-5, and C-9.

Core Outcome Measures

| | |
|------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 381 (2023 Projected Annual) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| C-9 | Drivers Age 20 or Younger involved in Fatal Crashes To reduce drivers age 20 and younger involved in fatal crashes average) from projected number 151 (2023 Projected Annual) by 2023. |

RATIONAL FOR SELECTING COUNTERMEASURE/AMOUNT

This countermeasure was selected as an identified, proven strategy within NHTSA “Countermeasures That Work” for combating underage impaired driving. Targeting young drivers when they are first beginning to driver offers the best chance for instilling good driving habits for life.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-------------------------------|---------------|-------------|---------------|
| 405B – FLEX | 405b High Teen Safety Program | \$300,000 | \$75,000 | \$0 |

INTENDED SUB-RECIPIENTS: Alliance Highway Safety, State SADD Chapter of Indiana



FY 2023

Indiana Criminal Justice Institute

PAID MEDIA

OVERVIEW

ICJI will work to reduce the number of traffic-related crashes, injuries, and fatalities by conducting targeted mass media campaigns and outreach activities around the following traffic safety program areas: occupant protection, motorcycle safety and awareness, child passenger safety, young drivers, school bus stops, impaired driving, aggressive driving, and bicyclist and pedestrian safety. For each campaign, communication goals, target audience(s), and deployment and messaging strategies will be developed based on the latest available crash data and trends, in conjunction with the *NHTSA Countermeasures that Work* ninth edition, with a higher concentration of resources being devoted to address performance measurement target shortfalls and geographic problem areas.

Media efforts will either be used to create a deterrent, coinciding with state and national law enforcement mobilizations, or will focus on behavior modification through NHTSA's various normative campaigns, as specified in the 2021 Communications Calendar. While asset delivery will vary depending on the audience and goals of each campaign, most of ICJI's outreach activities, both paid and earned, will take place on the following communication mediums: television (including CTV), radio, digital, social media, and event spaces. Additionally, CJJ will place special emphasis on reaching younger audiences, as habits are often developed earlier in life.

ICJI will continue to use earned media and will leverage existing partnerships with key traffic safety stakeholders, while pursuing new ones in the public, private and non-profit sectors. Primarily, this consists of working with law enforcement and other governmental agencies, but also includes fostering relationships and cross promotional opportunities with outside organizations, such as Miracle Ride for Riley Hospital, ABATE and Purdue University, to name a few.

GOALS

- » Reduce the number of traffic-related crashes, injuries, and fatalities by conducting targeted mass media campaigns and outreach activities around the following traffic safety program areas: occupant protection, motorcycle safety and awareness, child passenger safety, young drivers, school bus stops, impaired driving, aggressive driving, and bicyclist and pedestrian safety.
- » Combine local and national media exposure with high visibility enforcement to create a deterrent.
- » Publicize social norming initiatives to heighten awareness and increase positive behavioral change.
- » Build and sustain partnerships with key individuals and organizations to maintain awareness in between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods.

PLANNED ACTIVITIES

PROGRAM AREA: MEDIA AND COMMUNICATIONS

Planned Project Number: 2023-00-00-37, 2023-00-FL-38, 2023-00-00-39, 2023-00-00-40

Countermeasure Strategy: Paid Media: Mass Media Campaign, Communications and Outreach

| Communications Plan and Funding Chart | | | |
|---------------------------------------|---------|---|---------------------|
| Funding Source | Plan ID | Communications Plan Title | Program Area |
| 405D | CP22-01 | Safe Holiday Travel | Impaired Driving |
| 164 | CP22-02 | St. Patrick's Day/March Madness Safe Travel Campaign | Impaired Driving |
| 164 | CP22-03 | Drive Sober or Get Pulled Over National Mobilization | Impaired Driving |
| 405D | CP22-04 | Sustained Impaired Driving Outreach | Impaired Driving |
| 402 | CP22-05 | Click It or Ticket (November/May) | Occupant Protection |
| 402 | CP22-06 | Safe Holiday Travel | Occupant Protection |
| 402 | CP22-07 | Motorcycle Endorsement Marketing Campaign | Motorcycle Safety |
| 402 | CP22-08 | Stop Arm Violation Enforcement Program Media Campaign | Pedestrian Safety |
| 402 | CP22-09 | Distracted Driving Campaign Development | Young Drivers |
| 405H | CP22-10 | Pedestrian/Bicyclists Campaign Development | Pedestrian Safety |

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 405D – FLEX | Paid Advertising | \$400,000 | \$100,000 | \$0 |
| 402 | Paid Advertising | \$500,000 | \$125,000 | \$0 |
| 164 | 164 Transfer Funds | \$500,000 | \$125,000 | \$0 |
| 405H | Public Education | \$520,000 | \$130,000 | \$0 |

Indiana received an increase in funding through BIL in 402 and 405 Funds. The increase in planned media is proportionate to the overall increase in funding. Media investments as planned in prior HSP's provided for media support for mobilization support only and did not provide for sustained messaging throughout the FFY, or development of media assets specific to Indiana data. The increase will allow Indiana to conduct sustained messaging as identified within the plan, absorb cost increases and target to specific areas of increase in speeding, unrestrained, and impaired driving as stated in the executive summary and demonstrated in data within each problem area.

INTENDED SUB-RECIPIENTS

Vendor to be selected from Indiana approved QPA Media Vendor List. The recipient by contract award, not a sub-recipient is selected by an RFP process involving at least three (3) of the approved vendors, and the vendor is selected based on competitive bid.

SAFE HOLIDAY TRAVEL – IMPAIRED DRIVING

Plan ID: CP22-01

PLANNED ACTIVITY DESCRIPTION

This is an integrated paid media campaign designed to inform the public about the dangers and consequences of alcohol- and drug-impaired driving. The goal is to reduce the number of impaired-related collisions, injuries, and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement during the November/December holiday season.

Indiana’s safe holiday travel plan combines high visibility enforcement with local and national media exposure. Following NHTSA’s 2022 Communications Calendar, ICJI will use a combination of advertising from the national *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving*, and *If You Feel Different, You Drive Different* media campaigns, working to, not only create a deterrent, but also emphasize driving sober as a social norm.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34 with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data.

Media tactics will include a combination of television, radio, digital and social media. Flights will run when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts, which has proven to be an effective (cost-saving) outreach strategy.

PROJECT SAFETY IMPACTS

Thanksgiving and Christmas, coupled with notorious drinking days like “Blackout Wednesday,” “Danksgiving,” and New Year’s Eve, makes the holiday season one of the deadliest times of the year for alcohol- and drug-impaired driving. Indiana’s safe holiday travel media campaign will work to reduce the number of impaired driving-related collisions, injuries, and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement during the November/December holiday season.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol- and drug-impaired driving collisions, injuries, and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

ST. PATRICK'S DAY/MARCH MADNESS SAFE TRAVEL CAMPAIGN – IMPAIRED DRIVING

Plan ID: CP22-02

PLANNED ACTIVITY DESCRIPTION

This is a paid media campaign designed to raise awareness about the dangers and consequences of impaired driving during St. Patrick's Day and March Madness – two of the biggest drinking events of the year in Indiana. The goal is to reduce the number of alcohol-impaired collisions, injuries, and fatalities by combining high visibility enforcement with local and national media exposure.

Indiana will use a mixture of evergreen and St. Patrick's Day advertising from the *Drive Sober or Get Pulled Over* campaign. Media tactics will include a blend of television, radio, digital and social media, with special emphasis placed on sports-affiliated networks and sites for March Madness. Flights will run from late-February to, as close as possible, the end of the basketball season. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34 with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS

Indiana is known for its love of basketball with some of the nation's top collegiate athletic programs located in the state. This, combined with St. Patrick's Day, makes March one of the most celebrated and dangerous months of the year for Indiana roads. In response, Indiana's St. Patrick's Day/March Madness safe travel media campaign will work to reduce the number of impaired driving-related collisions, injuries, and fatalities, as well as raise awareness of high visibility enforcement in March.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol impaired driving collisions, injuries, and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, and A-5.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |

| | |
|------------|---|
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

DRIVE SOBER OR GET PULLED OVER NATIONAL MOBILIZATION – IMPAIRED DRIVING

Plan ID: CP22-03

PLANNED ACTIVITY DESCRIPTION

This is a paid media campaign in support of the *Drive Sober or Get Pulled Over* national mobilization, which combines high visibility enforcement with local and national media exposure around the Labor Day holiday. The goal of the campaign is to reduce the number of impaired driving-related collisions, injuries, and fatalities on Indiana roads, as well as raise awareness of high visibility enforcement. Advertising during the mobilization will highlight that law enforcement will be watching for impaired motorists and strictly enforcing Indiana's impaired driving laws.

While the target audience can be defined as anyone who drives impaired or is likely to drive impaired, the primary media target is men ages 21-34, with a secondary target being women ages 21-44. However, other demographic audiences may be considered based on the updated available crash data. Media tactics will include a combination of television, radio, out-of-home, social and digital media. Flights will run when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS

Labor Day weekend has become synonymous with drinking. Indiana's safe holiday travel media campaign will work to reduce the number of impaired driving-related collisions, injuries, and fatalities, as well as raise awareness of high visibility enforcement leading up to and during the Labor Day holiday.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to prevent the number of alcohol impaired driving collisions, injuries, and fatalities on Indiana roads. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, and A-5.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for combating impaired driving, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

SUSTAINED IMPAIRED DRIVING OUTREACH

Plan ID: CP22-04

PLANNED ACTIVITY DESCRIPTION

This is a multi-faceted paid media plan designed to carry NHTSA's core traffic safety messaging throughout the year. The goal is to reduce the number of impaired drivers leading up to and during notorious drinking holidays and events, such as Super Bowl, fourth of July, and Halloween, which are outlined in NHTSA's 2022 Communications Calendar. This will be accomplished using a mixture of paid and earned media, enforcement and promoting social norming initiatives like *Fans Don't Let Fans Drive Drunk* and *Buzzed Driving is Drunk Driving*. Media tactics include a combination of television, radio, social, out-of-home, and digital media, which will be determined based on the target audience and assets available from NHTSA. ICJI will use a small portion of the funds to develop Indiana-specific ads.

While the primary media target is men ages 21-34, women ages 21-44 being secondary, the overall target is anyone who drives impaired or is likely to drive impaired. Flights will run ahead of each holiday and when impaired driving crashes are at their peak, with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases with holiday-specific traffic safety messaging.

PROJECT SAFETY IMPACTS

Outside of the national mobilizations, Indiana's sustained impaired driving outreach campaign will work to carry NHTSA's core traffic safety messaging year-round. The goal is to reduce the number of impaired

drivers leading up to and during notorious drinking holidays and events, such as Super Bowl, fourth of July, and Halloween.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media will be used to prevent the number of alcohol impaired driving collisions, injuries, and fatalities on Indiana roads. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-5, and A-5.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach are critical to raising awareness about the dangers and consequences of impaired driving, and is an effective countermeasure, according to NHTSA’s Countermeasures That Work ninth edition (Reference 5.2: Mass Media Campaigns). Additionally, raising public awareness to reduce the number of impaired drivers is an allowable expense under 23 CFR §1300.23(j)(1)(vi).

CLICK IT OR TICKET (NOVEMBER/MAY) – OCCUPANT PROTECTION

Plan ID: CP22-05

PLANNED ACTIVITY DESCRIPTION

This is a paid media campaign in support of the November and May national *Click It or Ticket* police mobilizations. The goal of each campaign is three-fold: to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement and encourage seat belt usage – every seat, every time. Campaign components include local and national media exposure combined with high visibility enforcement.

While unrestrained vehicle occupants are the target demographic, in general, statistics show that male drivers in Indiana, ages 34 and under, represented the highest proportion of passenger vehicle drivers not wearing seat belts, making this the primary media target. A secondary audience includes truck drivers, with a tertiary audience consisting of females ages 25-34, parents and caregivers. However, other demographic audiences may be considered based on the updated available crash data. Media tactics include a combination of television, radio, social and digital advertising. Flights will run when unrestrained driving is at its peak (unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays, and Sundays), with a higher concentration of media resources being

devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS

While Indiana’s observed seat belt usage rate is generally high (96 percent), more than half of vehicle occupants killed in crashes last year were not wearing their seat belts. To address this issue, Indiana’s *Click It or Ticket* paid media campaign will work to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement, and encourage seat belt usage – every seat, every time.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to increase seat belt usage and prevent correlating injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-4, and B-1.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.8% (2019 – 2023 rolling average) by 2023. *All State Data |

RATIONALE FOR SELECTING COUNTERMEASURE

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for preventing unrestrained driving, according to NHTSA’s *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach [Supporting Enforcement]). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.21(f)(1)(i).

SAFE FAMILY TRAVEL – OCCUPANT PROTECTION

Plan ID: CP22-06

PLANNED ACTIVITY DESCRIPTION

This is a small paid media buy as part of the Safe Holiday Travel media campaign. The goal is to reduce the number of unrestrained injuries and fatalities, as well as encourage seat belt usage – every seat, every time – during the Thanksgiving holiday season.

Indiana’s safe holiday travel plan combines high visibility enforcement with local and national media exposure. Following NHTSA’s 2022 Communications Calendar, ICJI will combine advertising from *Buckle Up: Every Seat, Every Time* with messaging from the national *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving*, and *If You Feel Different, You Drive Different* media campaigns.

While the target audience can be defined as any unrestrained vehicle occupant, the primary media target is men ages 34 and under. The secondary and tertiary media targets include truck drivers and females ages 25-34, respectively. However, other demographic audiences may be considered based on the updated available crash data.

Media tactics will include a combination television, radio, social and digital advertising. Flights will run when unrestrained driving is at its peak (unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays, and Sundays), with a higher concentration of media resources being devoted to geographic hotspots. Bonus inventory will be negotiated by the purchasing agency ahead of deployment.

PROJECT SAFETY IMPACTS

While Indiana’s observed seat belt usage rate is generally high (96 percent), more than half of vehicle occupants killed in crashes last year were not wearing their seat belts. To address this issue, Indiana’s Click It or Ticket paid media campaign will work to reduce the number of unrestrained injuries and fatalities, raise awareness of high visibility enforcement, and encourage seat belt usage among all vehicle occupants.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to increase seat belt usage and prevent correlating injuries and fatalities. This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-4, and B-1.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.8% (2019 – 2023 rolling average) by 2023. *All State Data |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for preventing unrestrained driving, according to NHTSA’s

Countermeasures That Work ninth edition (Reference 3.1: Communications and Outreach [Supporting Enforcement]). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.21(f)(1)(i).

MOTORCYCLE ENDORSEMENT MARKETING CAMPAIGN

Plan ID: CP22-07

PLANNED ACTIVITY DESCRIPTION

This is a targeted email-marketing campaign designed to increase the number of endorsed motorcyclists in Indiana. Ultimately, the goal is to encourage riders to sign up for a rider safety course, thus working to reduce the number of motorcycle crashes and fatalities. This will be accomplished by partnering with the Bureau of Motor Vehicles, which manages the state’s motorcycle safety program, Ride Safe Indiana.

Under the Ride Safe Indiana brand, unendorsed motorists will receive a series of emails depending on the status of their endorsement. While the messaging and aesthetics will vary, each email will include information about the importance of obtaining an endorsement—consequences for failing to do so—and how to sign up for a safety course. Funding will be used primarily for development and delivery of the emails, with micro-adjustments being made after a review of the analytics (e.g., open rate, click rates, etc.).

PROJECT SAFETY IMPACTS

According to the Bureau of Motor Vehicles, about 50 percent of registered motorcycle riders are not endorsed. In the state of Indiana, it’s illegal to ride a motorcycle without a learner’s permit or proper endorsement. Additionally, endorsed riders learn skills of how to avoid a collision that unendorsed riders are potentially unaware of. This targeted email-marketing campaign is designed to increase the number of endorsed riders in Indiana, thus working to reduce the number of motorcycle injuries and fatalities.

LINKAGE BETWEEN PROGRAM AREA(S)

This program will help the state achieve performance measurement targets C-1, C-2, C-3, C-7, and C-8.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-7 | Motorcyclist Fatalities To reduce motorcyclist fatalities under the projected 143 (2023 Projected Annual) by 2023. |
| C-8 | Unhelmeted Motorcyclist Fatalities To maintain unhelmeted, motorcyclist fatalities under the projected 87 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach are critical to raising awareness about the importance of obtaining a motorcycle endorsement, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 3.1: Motorcycle Rider Licensing). Additionally, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists is an allowable expense under 23 CFR §1300.25(I)(1)(iv).

STOP ARM VIOLATION ENFORCEMENT PROGRAM MEDIA CAMPAIGN – PEDESTRIAN SAFETY

Plan ID: CP22-08

PLANNED ACTIVITY DESCRIPTION

This is a paid media campaign designed to provide safe transportation routes for students going to and from school in Indiana. The goal of the media campaign is to inform the public about the importance of driving cautiously and stopping for school buses, as well as increasing public awareness of high visibility enforcement during the fall and spring back-to-school seasons.

Indiana's SAVE outreach plan combines high visibility enforcement with local media exposure. ICJI will use a combination of advertising developed by the agency that works to, not only create a deterrent, but also emphasize the importance of slowing down and stopping for buses. The target audience can be defined as anyone who has a history or is likely to drive distracted, dangerously and/or impaired around buses or in school zones.

Breaking that down further, the primary media target is men ages 34 and under, with a secondary media target being women ages 44 and under. However, other demographic audiences may be considered based on the updated available crash data. Media tactics will include a combination of television, radio, social and digital media. Flights will run during the start of the fall and spring back to school semesters. Bonus inventory will be negotiated by the purchasing agency ahead of deployment. Additionally, ICJI will continue to partner with law enforcement and governmental agencies by creating shareable news releases and social media posts.

PROJECT SAFETY IMPACTS

In 2019, thousands of bus drivers in Indiana participated in an annual survey and reported more than 2,500 stop-arm violations in a single day. Taking that one-day total as an average, that means an estimated 450,000 violations could have occurred during the 2019 school year. To address this issue and increase school bus stop safety, the SAVE program outreach campaign will work to inform the public about the importance of driving cautiously and stopping for school buses, as well as increasing public awareness of high visibility enforcement during the fall and spring back-to-school seasons – ultimately working to improve pedestrian safety.

LINKAGE BETWEEN PROGRAM AREA(S)

Paid media in conjunction with high visibility enforcement will be used to increase pedestrian safety and will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and A-5.

| Core Outcome Measures | |
|-----------------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| A-5 | Children Aged 15 and Younger Fatalities To reduce children aged 15 and under fatalities under the projected number 34 (2019-2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach as part of a multi-faceted campaign that includes high visibility enforcement is an effective countermeasure for improving pedestrian safety, according to NHTSA's *Countermeasures That Work* ninth edition (Reference 4.4: Enforcement Strategies and 2.2: Safe Routes to Schools). Additionally, paid media in support of law enforcement activity is an allowable expense under 23 CFR §1300.27(d)(3).

DISTRACTED DRIVING CAMPAIGN DEVELOPMENT – YOUNG DRIVERS

Plan ID: CP22-09

PLANNED ACTIVITY DESCRIPTION

This funding will be used to develop campaign materials to inform the public about the dangers and consequences of driving distracted. Ultimately, the goal is to reduce the number of distracted driving-related collisions, injuries, and fatalities by encouraging positive behavioral change. Market research and assets, to include video, social media, radio, and digital products, will be developed by a state-approved media vendor. ICJI will partner with law enforcement and government agencies, such as the Indiana Department of Transportation and the Bureau of Motor Vehicles, on messaging, as well as coordinate with NHTSA's marketing team throughout the campaign's development. While the target audience, in general, is defined as drivers with a history or propensity to drive distracted, the primary media target is men ages 34 and under, with a secondary target consisting of women ages 35 and under. However, other demographic audiences may be considered based on the updated available crash data.

PROJECT SAFETY IMPACTS

In 2019, there were more than 10,000 collisions and 24 fatalities related to distracted driving. These campaign materials will be used to raise awareness about the dangers and consequences of distracted driving, with the goal of reducing the number of collisions, injuries, and fatalities through positive behavior modification.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, and C-9.

Core Outcome Measures

| | |
|------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-9 | Drivers Age 20 or Younger involved in Fatal Crashes To reduce drivers age 20 and younger involved in fatal crashes average) from projected number 151 (2023 Projected Annual) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach are critical to changing behavior about the dangers of distracted driving, which is one of the strategies identified in the NHTSA's *Countermeasures That Work* ninth edition (Reference 2.2 Communications and Outreach on Distracted Driving). However, due to the lack of data on this subject matter, ICJI will coordinate with NHTSA's marketing team throughout the campaign's development. Additionally, public awareness, public service announcements, and other outreach programs to increase public awareness about distracted driving is an allowable expense under 23 CFR §1300.24(d)(1).

PEDESTRIAN/BICYCLISTS CAMPAIGN DEVELOPMENT – PEDESTRIAN SAFETY

Plan ID: CP22-10

PLANNED ACTIVITY DESCRIPTION

This funding will be used to develop campaign materials to raise awareness about pedestrian safety. The goal is to reduce the number of pedestrian-involved collisions, injuries, and fatalities through behavior modification. Market research and assets, to include video, social media, radio, and digital products, would be developed by a state-approved media vendor. Messaging and visuals will be geared towards urban and suburban areas, with an emphasis on college campuses, and will work to curb some of the leading behaviors that put both pedestrians and drivers at risk (e.g., distraction, driver speed, alcohol use, etc.). The target audience is broad and will include a composite of both pedestrians and motorists, as everyone is a pedestrian. ICJI will coordinate with NHTSA's marketing team throughout the campaign's development.

PROJECT SAFETY IMPACTS

These campaign materials will be used to raise awareness about pedestrian safety, as well as reduce the number of pedestrian-involved collisions, injuries, and fatalities through behavior modification.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

Core Outcome Measures

| | |
|------------|---|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
|------------|---|

| | |
|-------------|--|
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicycle Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach are critical to changing behavior to improve pedestrian safety, which is one of the strategies identified in the NHTSA’s *Countermeasures That Work* ninth edition (Reference 3.1: Communications and Outreach Addressing Impaired Pedestrians and 4.7: University Educational Campaign). However, due to the lack of data on this subject matter, ICJI will coordinate with NHTSA’s marketing team throughout the campaign’s development. Additionally, public awareness, public service announcements, and other outreach programs to increase awareness about pedestrian safety is an allowable expense under 23 CFR §1300.27(d)(3).

PLANNED ACTIVITY: ON-SITE EDUCATION AND OUTREACH

Planned activity number: 2023-00-00-36

Primary Countermeasure Strategy ID: Public Education and Outreach

PLANNED ACTIVITY DESCRIPTION

This is an educational campaign between ICJI and Alliance Highway Safety that works to reduce the number of roadway collisions, injuries, and fatalities by bringing Indiana’s traffic safety messaging to a variety of sports and event arenas around the state. The goal is to change behavior by engaging and educating the public on important traffic safety topics including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety and motorcycle safety.

Indiana places significance value on engagement directly with the citizens of Indiana through the use on on-site education and outreach. Venues and planned events for program delivery are staffed by Alliance and selected strategically based on audience demographics, message exposure, potential reach, driver characteristics and other important factors. While the format and specific problem area varies for each venue, educational tools include interactive exhibits, virtual reality simulators, engaging activities, customer surveys and one-on-one conversation – all of which are designed to create an experience.

ICJI will continue to place special emphasis on reaching younger audiences, such as high school events and college sports, as habits are often developed earlier in life. ICJI selects this activity as its primary media, education and engagement program with value placed on measured attendance is available to assess actual reach and measurement of behavior change is completed using on-site surveys.

PROJECT SAFETY IMPACTS

This is an educational campaign that works to address nearly every traffic safety issue in Indiana: alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety and motorcycle safety. The goal is to reduce the number of roadway collisions, injuries, and fatalities by engaging and educating the public on important traffic safety topics. Meeting our audience where they are at is critical to changing behavior.

LINKAGE BETWEEN PROGRAM AREA(S)

This program will help the state achieve performance measurement targets C-1 through C-11, and B-1.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions To reduce the unrestrained traffic fatalities under the projected 312 (2023 Projected Annual) by 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities To reduce alcohol-related fatalities under the projected 259 (2023 Projected Annual) by 2023. |
| C-6 | Speeding-Related Fatalities To reduce speeding-related fatalities under the projected from projected 236 (2023 Projected Annual) by 2023. |
| C-7 | Motorcyclist Fatalities To reduce motorcyclist fatalities under the projected 143 (2023 Projected Annual) by 2023. |
| C-8 | Unhelmeted Motorcyclist Fatalities To maintain unhelmeted, motorcyclist fatalities under the projected 87 (2023 Projected Annual) by 2023. |
| C-9 | Drivers Age 20 or Younger involved in Fatal Crashes To reduce drivers age 20 and younger involved in fatal crashes average) from projected number 151 (2023 Projected Annual) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicycle Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Occupants To increase the observed seat belt use for passenger vehicles, front-seat onboard occupants to 93.8% (2019 – 2023 rolling average) by 2023. *All State Data |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

Public education and outreach are critical to changing behavior and is one of the strategies identified by nearly every traffic safety program area, as outlined by the NHTSA's *Countermeasures That Work* ninth

edition. Additionally, public awareness, public service announcements, and other outreach programs to increase awareness about the different program areas is an allowable expense under 23 CFR §1300.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|----------------------------------|---------------|-------------|---------------|
| 405D | Community Traffic Safety Program | \$500,000 | \$125,000 | \$0 |
| 402 | Community Traffic Safety Program | \$495,000 | \$123,750 | \$0 |

INTENDED SUB-RECIPIENT(S): Alliance Highway Safety



FY 2023

Indiana Criminal Justice Institute

TRAFFIC RECORDS

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

The ARIES database allows detailed analysis of collision data. Due to data analysis limitations at ICJI, the expertise of organizations such as the Center for Roadway Safety (CRS) at Purdue University and Indiana University’s Public Policy Institute (PPI) are needed. Both CRS and PPI provide numerous reports and data analysis for ICJI and/or public consumption. Additional partnerships with the IDHS, ISDH, and the Division of State Court Administration provide access to data ICJI would not otherwise possess.

The TSD as the State's Highway Safety Office provides collaboration to facilitate improvement and quality analysis of data through the efforts of the TRCC. The TRCC of Indiana has experienced a significant flux of regular attending representatives, assigned representatives and staffing of the SHSO. The TRCC needs developed goals to accomplish the objectives and further development and improvement of the State’s TR Strategic Plan to continue improved usability of traffic record data.

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

In Indiana, there are currently 126 hospitals with emergency departments in Indiana, more including the rise of neighborhood hospitals. The Indiana State Department of Health project’s goal is to add six more hospitals reporting into the Trauma Registry. There are currently 359 courts in 88 counties linked into the Odyssey system. The goal of the Indiana Supreme Court eCWS project is to increase the number of courts linked into Odyssey for all 92 counties. There are currently 507 law enforcement agencies that are trained to use the e-CWS system.

This section contains project information for planned projects with the TRCC Strategic Plan as approved by the TRCC included in the appendices of this document.

| Core Traffic Records System Components  | Attribute Areas  |
|---|---|
| <p style="text-align: center;"> CRASH DRIVER VEHICLE ROADWAY CITATION / ADJUDICATION EMS / INJURY SURVEILLANCE DATA USE AND INTEGRATION </p> | <p style="text-align: center;"> TIMELINESS ACCURACY COMPLETENESS UNIFORMITY INTEGRATION ACCESSIBILITY </p> |

PLANNED ACTIVITIES

PLANNED ACTIVITY: PROGRAM MANAGEMENT- TRAFFIC RECORDS

Planned activity number: 2023-00-00-41

Countermeasure Strategy: Crash Records Improvement

- » *Core Safety Database Affected:* Crash
- » *Targeted Improvement Action:* C-C-1: The percentage of crash records with no missing critical data elements.
- » *Baseline Period:* April 1, 2020 – March 31, 2021
- » *Baseline Data:* 1,379 Drivers were involved in fatal crashes, 59.8% of drivers were reported as receiving a test for alcohol. With this project in FY2023, we will increase this percentage by 2% to increase crash database completeness

PLANNED ACTIVITY DESCRIPTION

This project funds the traffic records coordinator, who is responsible for managing Indiana’s crash records system, chairing the State Traffic Records Coordinating Committee (TRCC), management of the Traffic Records sub-grantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state’s SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 405C | 405c Data Program | \$60,000 | \$15,000 | \$0 |

INTENDED SUB-RECIPIENT(S): ICJI-TSD

PLANNED ACTIVITY: TRAFFIC RECORDS FARS PROGRAM

Planned activity number: 2023-00-00-42

Countermeasure Strategy: Crash Records Improvement

- » *Core Safety Database Affected:* Crash
- » *Targeted Improvement Action:* C-C-1: The percentage of crash records with no missing critical data elements.
- » *Baseline Period:* April 1, 2020 – March 31, 2021
- » *Baseline Data:* 1,379 Drivers were involved in fatal crashes, 59.8% of drivers were reported as receiving a test for alcohol. With this project in FY2023, we will increase this percentage by 2% to increase crash database completeness

PLANNED ACTIVITY DESCRIPTION

This project funds the traffic records coordinator, who is responsible for managing Indiana’s crash records system, chairing the State Traffic Records Coordinating Committee (TRCC), management of the Traffic Records sub-grantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state’s SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 405C | 405c Data Program | \$85,000 | \$21,250 | \$0 |

INTENDED SUB-RECIPIENT(S): ICJI-TSD**PLANNED ACTIVITY: INDIANA STATE DEPARTMENT OF HEALTH - TRAUMA DATABASE**

Planned activity number: 2023-00-00-50

Countermeasure Strategy: Crash Records Improvement

- » *Core Safety Database Affected:* Crash
- » *Targeted Improvement Action:* C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file.
- » *Baseline Period:* April 1, 2020 – March 31, 2021
- » *Baseline Data:* The current number of trauma registry records linked to a crash record to for injury type is zero (0). We will increase this percentage by 2%.

PLANNED ACTIVITY DESCRIPTION

This information includes intake and discharge data from hospitals of injuries resulting from traffic crashes. There are 126 hospitals with Emergency Departments in Indiana. The ISDH is currently working with more than 100 of them. These project funds provide for trauma database software, training, data importation, customization costs, software assurance, salary, and IOT annual housing and maintenance of the SQL server. Further, it will pilot rural hospital expansion of the registry project (including training/travel, user group meetings, hardware/software upgrade costs, and the purchase of annual maintenance software from vendors).

ISDH is expanding the trauma registry project through integration of a trauma dashboard safety tool that will integrate the Crash and Trauma Registry Databases. Through integration complete data will be available for certain demographics including day of the week, at-risk populations, severity of crash, and outcomes. Crash data will be linked with trauma registry data, allowing the ISDH to analyze the severity of the injury, the mortality rate, and the length of hospital stay associated with each crash.

Two datasets will be analyzed: crash data and crash data linked to trauma data. County-level crash data will be published to an external facing public dashboard portal, with data at the county level to the ISDH website. This external facing dashboard demonstrates a measurable and quantifiable improvement for accessibility of crash data. The linked dataset will provide information about the street intersection or

address level of a collision and will have finer analyses, including stratification of demographic variables. These analyses include tests of association, odds ratios, correlation, and modeling (linear regression and logistic regression).

As for policy making, the public dissemination on the ISDH website will provide county-level data that will include demographic information for two cohesive and connected crash data points, distracted driving and pedestrian-MVCs. These demographics will establish vulnerable populations and specific areas of high frequency in each of the counties. The enhancement of accessibility and integration of data will provide for data driven decisions to address the rising pedestrian/pedal-cyclist fatality rate in Indiana, specifically the impact of distracted driving to pedestrian or pedal-cyclist MVC's. This level of data will help the TRCC and all of Indiana recognize dangerous street intersections where there are higher odds of pedestrians being severely injured by a motor vehicle. Further measurement of identify susceptible populations through identifying areas that had a long EMS Unit in-route, arrival, departure, and transport time.

Finally, this project funds the interfacing and linkage/analysis of EMS, crash, and trauma registry data to provide information on patient outcomes for crash survivors. Results will be presented via an interactive dashboard to both internal and external stakeholders. Through analysis of a linked dataset, this project will address important questions that are not possible to answer using these data sources separately. The dashboard will highlight actionable insights that can be used in injury prevention initiatives and traffic safety improvements. The dashboard will be updated automatically at a regular interval to ensure timely data is available. Salary costs within this project are proportionately funded and specified in each project agreement. Assigned program manager will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicycle Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state’s SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. The allowable use of funds to improve a data program with measurable and quantifiable improvement in the accessibility and linkage of data. A project of this nature does not exist for baseline data.

FUNDING

| Fund Source ID | Eligible Use of Funds | Federal Funds | Match Funds | Local Benefit |
|----------------|-----------------------|---------------|-------------|---------------|
| 405C | 405c Data Program | \$400,000 | \$100,000 | \$0 |

INTENDED SUB-RECIPIENT(S): Indiana State Department of Health

PLANNED ACTIVITY: e-CWS DRIVER AND VEHICLE DATA INTEGRATION

Planned activity number: 2023-00-00-49

Countermeasure Strategy: Crash Records Improvement

- » *Core Safety Database Affected:* Crash
- » *Targeted Improvement Action:* C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file.
- » *Baseline Period:* April 1, 2020 – March 31, 2021
- » *Baseline Data:* The current number of trauma registry records linked to a crash record to for injury type is zero (0). We will increase this percentage by 2%.

PLANNED ACTIVITY DESCRIPTION

Project funds will provide for the design and implementation of software code changes to facilitate integration of driver and vehicle databases for the crash and citation/adjudication databases of Indiana. Spillman Technologies Inc. Records Management and Computer Aided Dispatch Software currently is the largest provider to Indiana agencies with more than 200 agencies, in over 40 counties. The integration will provide law enforcement agencies utilizing the Spillman software platform the ability to directly import the data fields from the electronic driver’s license return and vehicle information with the current Indiana eCWS and ARIES systems.

Currently, when a license or registration barcode does not contain all the required fields the officer must still perform manual entry of data. Utilizing the data linkage, the number of data fields will not be limited to the number of data fields contained within the barcode on the driver’s license. Allowing for the direct transfer of all required data fields will improve the completeness and accuracy of Indiana provide quicker data entry for officers, thereby increasing officer safety, and will improve data accuracy by removing the need for manual entry reducing incidence of human error.

This project facilitates linkage of citation/adjudication and crash data systems with returned verified information from the BMV Licensing Database. Computer equipment (Window and iPad tablets, laptops, printers, and scanners) operate the eCWS program, provide law enforcement eCWS education and support, and to add data elements to improve the completeness and accuracy of data quality to better meet the MMUCC Standards for Crash records the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS).

The TSD will receive prior approval from the NHTSA regional administrator to purchase any equipment item over \$5,000. Citation data is uploaded into the courts' Odyssey case management system. The e-CWS system data scanners are linked to the Indiana Crash Records database to facilitate the accuracy of data of persons, vehicles, and pedestrian data involved in crashes within Indiana.

Specifically, the persons involved demographics, number of records with GPS Coordinates to identify problem areas for enforcement, and VIN accuracy for BMV linkage will be improved. Currently eCWS is deployed and operational with 507 agencies of the 678 agencies in Indiana.

The Traffic Records Coordinator will provide oversight and monitoring of this project.

PROJECT SAFETY IMPACTS

All the projects identified and selected as a Traffic Records specific project must demonstrate how the project is part of one of the following core safety databases and how they will demonstrate specific, quantifiable, and measurable improvement that the State needs to identify priorities for national, state, and local highway and traffic safety programs.

LINKAGE BETWEEN PROGRAM AREA(S)

This activity will help the state achieve performance measurement targets C-1, C-2, C-3, C-10, and C-11.

| Core Outcome Measures | |
|-----------------------|--|
| C-1 | Traffic Fatalities To reduce traffic fatalities under the projected 894.2 (2016-2020 rolling average) by 2023. |
| C-2 | Serious Injuries in Traffic Crashes To reduce serious injuries in traffic crashes under the projected 3348.1 (2019 – 2023 rolling average) by 2023. |
| C-3 | Fatalities/100M VMT To reduce traffic fatalities per 100M VMT under the projected 1.088 (2019 -2023 rolling average) by 2023. |
| C-10 | Pedestrian Fatalities To reduce pedestrian fatalities from the projected number 164 (2023 Projected Annual) by 2023. |
| C-11 | Bicycle Fatalities To reduce bicyclist fatalities under the projected number 15 (2019 – 2023 rolling average) by 2023. |

RATIONALE FOR SELECTING COUNTERMEASURE/AMOUNT

The Indiana Criminal Justice Institute (ICJI), which houses the state's SHSO, must provide leadership and effective management of traffic safety data effectively identify and manage priorities for national, state, and local highway and traffic safety programs. This import feature and connection is currently available

to the Indiana State Police, as provided by a different software provider. Providing the same function to local Indiana agencies will then capture over 70% of these data fields through database linkage.

FUNDING

| Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Estimated Match Funds | Local Benefit |
|-------------------|-----------------------|--------------------------|-----------------------|---------------|
| FAST Act 405c | Data Program | \$1,000,000 | \$250,000 | \$0 |

INTENDED SUB-RECIPIENT(S): Indiana Supreme Court – Court Technology Center, Local Law Enforcement Agencies and Communications Centers

Indiana Traffic Records Strategic Plan

Plan Year 2022-2023

May 31, 2022



Contents

| | |
|---|-----|
| State Information | 161 |
| Traffic Records Assessment | 161 |
| TRCC Operational Authority..... | 162 |
| Introduction | 164 |
| Indiana TRCC Background | 165 |
| TRCC Membership | 165 |
| TRCC Meeting Schedule | 165 |
| Project Prioritization | 166 |
| Traffic Records Strategic Initiatives | 167 |
| Traffic Records Assessment Recommendations | 170 |
| Traffic Records Recommendations Update | 172 |
| Crash Recommendations | 172 |
| Vehicle Recommendations | 173 |
| Driver Recommendations | 175 |
| Roadway Recommendations | 177 |
| Citation / Adjudication Recommendations..... | 179 |
| EMS / Injury Surveillance Recommendations..... | 181 |
| Traffic Records Improvement Projects | 182 |
| Trauma Database and Dashboard Project (IN ISS 01)..... | 182 |
| eCWS / Odyssey Data Improvement Project (IN CIT 01) | 183 |
| Traffic Records Coordinating Committee Roster | 184 |

This Fiscal Year 2022 Traffic Records Coordinating Committee Strategic Plan and projects was brought before the committee and re-approved during the TRCC Meeting held May 31, 2022.

State Information

Traffic Records Improvement Program Coordinator

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

Name: Robert Duckworth - Interim

Title: Traffic Records Coordinator Committee, Chair

Agency: Indiana Criminal Justice Institute – Traffic Safety Division

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

Phone: (317) 232-1233

Email: rduckworth@cji.in.gov

Traffic Records Assessment

Legislation requires that States have completed a traffic records assessment within the past five years for all grant applications after the first year.

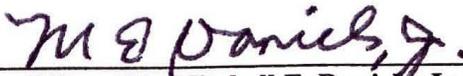
Date of last Traffic Records Assessment: May 10, 2018

TRCC Operational Authority

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

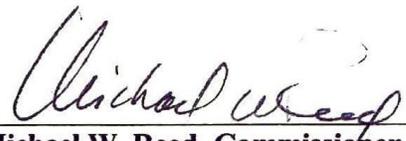
- I. The TRCC has the authority to approve the Strategic Plan.
- II. The TRCC has the authority to review any of the state's highway safety data traffic records systems, to review changes to such systems before the changes are implemented.
- III. The TRCC includes representatives from highway safety,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

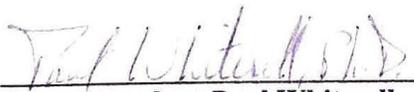
The Undersigned are committed to this Memorandum of Agreement and the Traffic Records Strategic Plan to the extent of committing resources both financial and personnel as witnessed by their signature effective June 15, 2009.

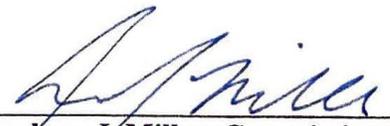

Honorable Mitchell E. Daniels, Jr.
Governor, State of Indiana

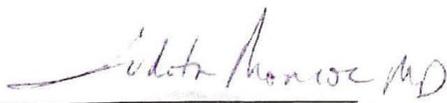

J. Sebastian Smelko
Policy Director for Public Safety,
Office of the Governor


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


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


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


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


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


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

Introduction

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

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

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

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

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

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

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

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

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

Indiana TRCC Background

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

TRCC Membership

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

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

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

(Membership Roster on Page 172)

TRCC Meeting Schedule

The TRCC met three times during FY2022

- March 1, 2022
- April 12, 2022
- May 31, 2022

Project Prioritization

The typical grant proposal process is documented here:

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

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

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

| Traffic Records Strategic Plan Development | |
|---|--|
| February | Review for high priorities, update 405c Funding Proposal. |
| March | Call for proposals, collect info on requests for funding for 405c and other. |
| April | 405c Applicants present on proposals, questions, TRCC to suggest others. |
| May | Project selection, TRSP update, project prioritization and funding reviewed. |
| June | Projects reviewed with State Highway Safety Office and included in HSP. |
| July | HSP Due by June 30 th |
| August / September | Grants handled through IntelliGrants process, Contracts through SCM. |
| October | Grants / Contracts begin. |

Planned activities that implement recommendations:

| Unique Identifier | Planned Activity Name |
|--------------------------|--|
| 2023-00-00-50 | Indiana State Department of Health - Trauma Database and Dashboard |
| 2023-00-00-49 | Indiana Supreme Court Citation Record Collection Program |

Traffic Records Strategic Initiatives

The Traffic Records Strategic Plan (TRSP) provides a strategic approach to system improvements to the State Traffic Records System. The Fixing America's Surface Transportation (FAST) Act requires the state to develop a strategic plan to qualify for Section 405(c) funding. This section of the plan provides the vision and mission as agreed upon by the members of the Indiana TRCC. The vision and mission will guide the direction of the improvement opportunities of the traffic record system. The 2018 Traffic Records Assessment provided a comprehensive list of recommendations that can guide the state's improvements using the Traffic Records Advisory as a reference. This section also includes a list of opportunities organized by the six core traffic records system components.

Vision Statement

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

Mission Statement

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

TRCC Goals

The TRCC does this by:

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

Figure 1: Rating Distribution by Module

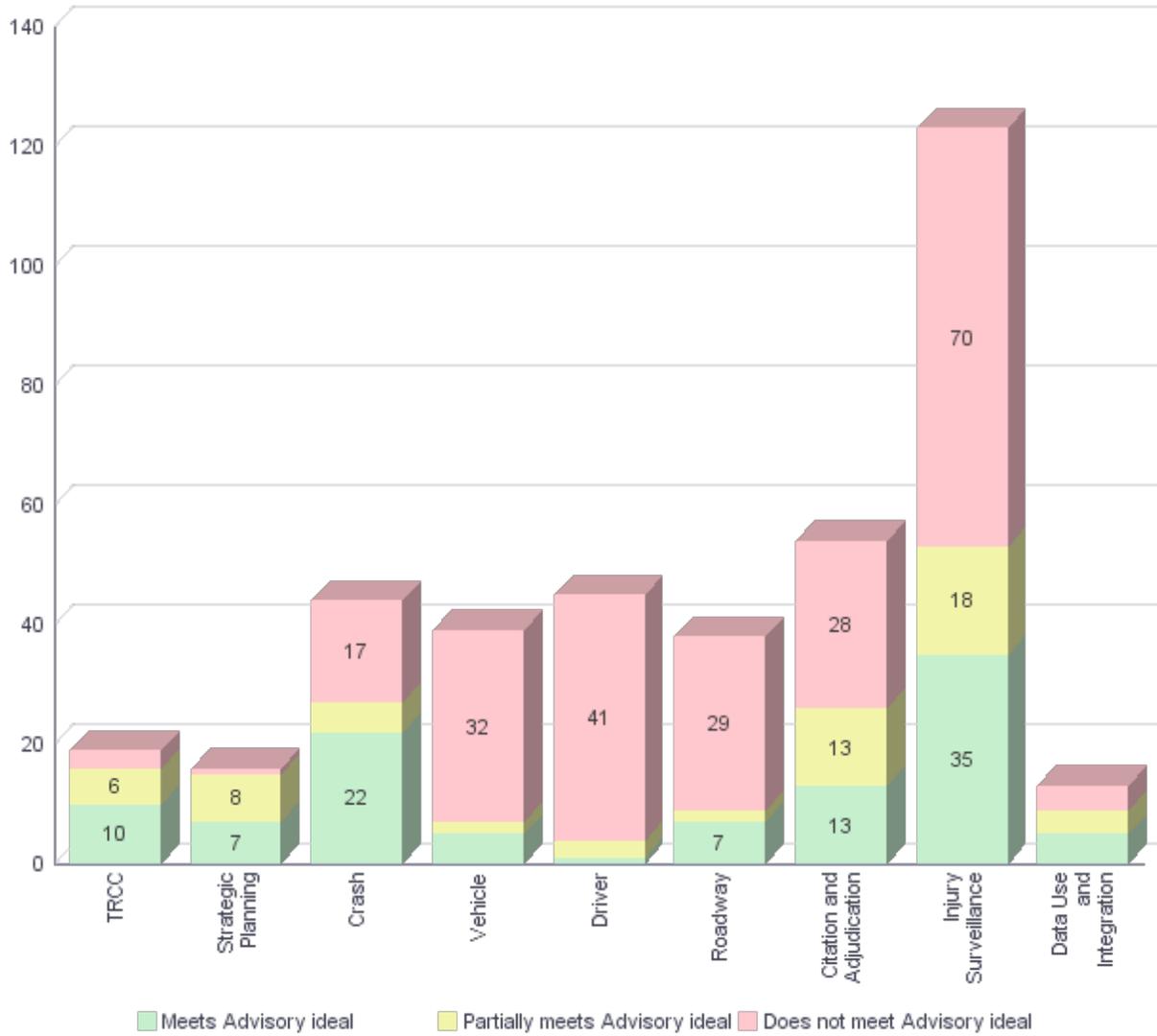
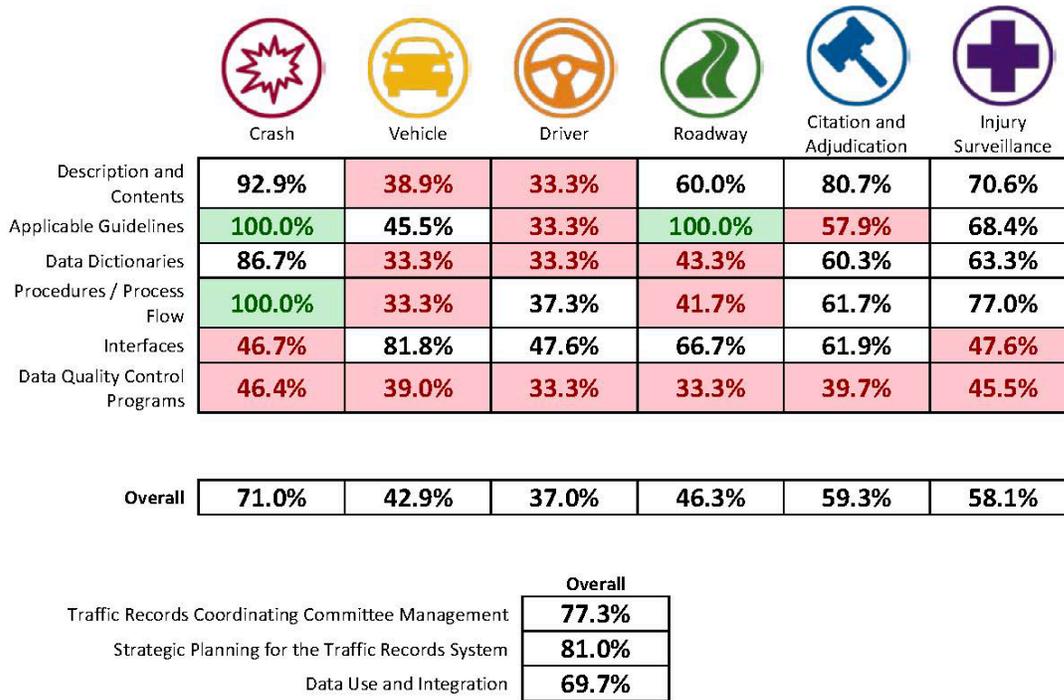


Figure 2: Assessment Section Ratings



Recommendations

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

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

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

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

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

Traffic Records Assessment Recommendations

Crash Recommendations

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

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

Vehicle Recommendations

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

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

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

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

Driver Recommendations

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

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

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

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

Roadway Recommendations

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

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

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

Citation and Adjudication Recommendations

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

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

Injury Surveillance Recommendations

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

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

Traffic Records Recommendations Update

Indiana intends to address all recommendations as provided. Specifically, in FY2022-23 Indiana plans to address recommendations 15, 16 and 17.

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

Crash Recommendations

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

Vehicle Recommendations

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

Driver Recommendations

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

Roadway Recommendations

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

Citation / Adjudication Recommendations

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

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

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

Attribute Affected:

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

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

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

Action: The SHSO will work with IN-Supreme Court CTC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

Status: Pending Action

Attribute Affected: Integration

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

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

EMS / Injury Surveillance Recommendations

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

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

Status: In Process

Attribute Affected: Integration

Performance Measure: C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file. The current number of trauma registry records linked to a crash record to for injury type is zero (0). We will increase this percentage by 2%.

| Type | Label | Agency |
|-------------------------------------|-----------|----------------------|
| Project | IN ISS 01 | Department of Health |
| 2023 HSP Project: M3DA-202-46-00-00 | | |

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

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

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

Attribute Affected:

Performance Measure:

| Type | Label | Agency |
|------|-------|--------|
| | | |

2023 HSP Project:

Traffic Records Improvement Projects

Trauma Database and Dashboard Project (IN ISS 01)

Indiana State Department of Health – Trauma and Injury Prevention Section

Core Safety Database Affected: Crash

Targeted Improvement Action: C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file.

Baseline Period: April 1, 2020 – March 31, 2021

Baseline Data: The current number of trauma registry records linked to a crash record to for injury type is zero (0). We will increase this percentage by 2%.

PLANNED ACTIVITY DESCRIPTION

This information includes intake and discharge data from hospitals of injuries resulting from traffic crashes. The number of hospitals reporting to the ITR from April 1, 2020 to March 31, 2021 was 111 out of 126, while the number of hospitals reporting to the ITR from April 1, 2021 to March 31, 2022 was 121 out of 126, an increase of ten (10) hospitals. These project funds provide for trauma database software, training, data importation, customization costs, software assurance, salary, and IOT annual housing and maintenance of the SQL server. Further, it will pilot rural hospital expansion of the registry project (including training/travel, user group meetings, hardware/software upgrade costs, and the purchase of annual maintenance software from vendors).

ISDH is expanding the trauma registry project through integration of a trauma dashboard safety tool that will integrate the Crash and Trauma Registry Databases. Through integration complete data will be available for certain demographics including day of the week, at-risk populations, severity of crash, and outcomes. Crash data will be linked with trauma registry data, allowing the ISDH to analyze the severity of the injury, the mortality rate, and the length of hospital stay associated with each crash.

Two datasets will be analyzed: crash data and crash data linked to trauma data. County-level crash data will be published to an external facing public dashboard portal, with data at the county level to the ISDH website. This external facing dashboard demonstrates a measurable and quantifiable improvement for accessibility of crash data. The linked dataset will provide information about the street intersection or address level of a collision and will have finer analyses, including stratification of demographic variables. These analyses include tests of association, odds ratios, correlation, and modeling (linear regression and logistic regression).

As for policy making, the public dissemination on the ISDH website will provide county-level data that will include demographic information for two cohesive and connected crash data points, distracted driving and pedestrian-MVCs. These demographics will establish vulnerable populations and specific areas of high frequency in each of the counties. The enhancement of accessibility and integration of data will provide for data driven decisions to address the rising pedestrian/pedal-cyclist fatality rate in Indiana, specifically the impact of distracted driving to pedestrian or pedal-cyclist MVC's. This level of data will help the TRCC and all of Indiana recognize dangerous street intersections where there are higher odds of pedestrians being severely injured by a motor vehicle. Further measurement of identify susceptible populations through identifying areas that had a long EMS Unit in-route, arrival, departure, and transport time.

Finally, this project funds the interfacing and linkage/analysis of EMS, crash, and trauma registry data to provide information on patient outcomes for crash survivors. Results will be presented via an interactive dashboard to both internal and external stakeholders. Through analysis of a linked dataset, this project will address important questions that are not possible to answer using these data sources separately. The dashboard will highlight actionable insights that can be used in injury prevention initiatives and traffic safety improvements. The dashboard will be updated automatically at a regular interval to ensure timely data is available.

eCWS / Odyssey Data Improvement Project (IN CIT 01)

Indiana Supreme Court – Office of Court Technology

Core Safety Database Affected: Crash

Targeted Improvement Action: C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file.

Baseline Period: April 1, 2020 – March 31, 2021

Baseline Data: The current number of records management driver and vehicle records that are integrated to the BMV driver and vehicle database at time of issuance is zero (0). We will increase this percentage by 2%.

PLANNED ACTIVITY DESCRIPTION

Project funds will provide for the design and implementation of software code changes to facilitate integration of driver and vehicle databases for the crash and citation/adjudication databases of Indiana. Spillman Technologies Inc. Records Management and Computer Aided Dispatch Software currently is the largest provider to Indiana agencies with more than 200 agencies, in over 40 counties. The integration will provide law enforcement agencies utilizing the Spillman software platform the ability to directly import the data fields from the electronic driver's license return and vehicle information with the current Indiana eCWS and ARIES systems.

Currently, when a license or registration barcode does not contain all the required fields the officer must still perform manual entry of data. Utilizing the data linkage to the BMV driver and vehicle records database, the number of data fields will not be limited to the number of data fields contained within the barcode on the driver's license. Allowing for the direct transfer of all required data fields will improve the completeness and accuracy of Indiana provide quicker data entry for officers, thereby increasing officer safety, and will improve data accuracy by removing the need for manual entry reducing incidence of human error.

This project facilitates linkage of citation/adjudication and crash data systems with returned verified information from the BMV Licensing Database. Computer equipment (Window and iPad tablets, laptops, printers, and scanners) operate the eCWS program, provide law enforcement eCWS education and support, and to add data elements to improve the completeness and accuracy of data quality to better meet the MMUCC Standards for Crash records the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS).

The TSD will receive prior approval from the NHTSA regional administrator to purchase any equipment item over \$5,000. Citation data is scanned by barcode or entered by hand and validated through a BMV records search and imported. Local agencies will be able to apply for funding from this project to integrate their Spillman server with eCWS and purchase license scanners capable of capturing data.

Traffic Records Coordinating Committee Roster

| Database | Role | Agency | First Name | Last Name | Job Title |
|--|----------------------------|------------------------------------|------------|------------|-------------------------------|
| All | Manager / User | Indiana Criminal Justice Institute | Robert | Duckworth | Director |
| All | Manager/ User | Indiana Criminal Justice Institute | Alexandria | Palmer | Traffic Rec Analyst & Planner |
| Citation / Adjudication | Manager / Collector / User | Indiana State Supreme Court | Mary | Deprez | Director |
| Citation / Adjudication | User | Prosecuting Attorney's Council | Erica | Dobbs | Traffic Safety Prosecutor |
| Citation / Driver | User | Department of Toxicology | Christina | Beymer | Director |
| Crash | Manager / Collector / User | Indiana State Police | Doug | Hutchinson | Captain, CJDD |
| Injury Surveillance | Manager / Collector / User | Department of Health | Brian | Busching | Trauma Division Director |
| Injury Surveillance | Manager / Collector / User | Dept. of Homeland Security | Michael | Kaufmann | EMS Director |
| Roadway | Collector / User | Department of Transportation | Mike | Holowaty | Strategic Safety Manager |
| Vehicle / Driver | Collector / User | Bureau of Motor Vehicles | Sarah | Hotseller | Program Director |
| Additional Stakeholders / Users | | | | | |
| Database | Role | Agency | First Name | Last Name | Job Title |
| All | User | Indiana Criminal Justice Institute | Devon | McDonald | Executive Director |
| Citation / Adjudication | Manager / Collector / User | Indiana State Supreme Court | Mike | Wilson | Program Manager |
| Crash | Manager / Collector / User | FARS – In Criminal Justice Inst | Angelique | Beamon | Program Coordinator |
| Crash | Manager / Collector / User | Indiana State Police FARS | Michelle | Dunn | Program Coordinator |
| Crash | Collector | FARS – In Criminal Justice Inst | Seth | Wagner | Senior Account Manager |
| Crash | Collector | Indiana State Police | Craig | Roth | Project Manager |
| Crash / Injury Surveillance | Collector / User | Purdue University CRS | Jose | Thomaz | Data Analyst |
| Driver | Collector / User | Indiana Coroners Association | Charity | Banks | In Coroner Association |
| Federal Government | Advisor | Federal Highway Admin | Rick | Drumm | Safety Engineer |
| Injury Surveillance | Manager / Collector / User | Department of Health | Ramzi | Nimry | Program Manager |
| Crash | User | Indiana University PPI | Rachel | Thelin | Senior Policy Analyst |

APPENDICES

APPENDIX A: 405(B) OCCUPANT PROTECTION GRANT

| Agencies Expected to Participate in CIOT Mobilization | |
|---|---|
| Angola City Police Department | Attica Police Department |
| Bartholomew County Sheriff's Office | Bloomington Police Department |
| Boone County Sheriff's Office | Bremen Police Department |
| Brown County Sheriff's Department | Brownsburg Police Department |
| Cannelton Police Department | Cass County Sheriff Department |
| City of Gary Police Department | Clark County Sheriff's Office |
| Clinton City Police Department | Clinton County Sheriff |
| Columbia City Police Department | Crawfordsville Police Department |
| Decatur County Sheriff Department | Decatur Police Department |
| Dubois County Sheriff Department | Elkhart County Sheriff |
| Evansville Police Department | Fort Wayne Police Department |
| Frankfort Police Department | Franklin County Sheriff's Office |
| Franklin Police Department | Fulton County Sheriff's Department |
| Grant County Sheriff's Dept. | Griffith Police Department |
| Hamilton County Council on Alcohol & Other Drugs | Hammond Police Department |
| Hancock County Sheriff's Department | Hartford City Police Department |
| Hebron Police Department | Hobart Police Department |
| Howard County Sheriff Department | Huntingburg Police Department |
| Huntington County Sheriff's Department | Indianapolis Metropolitan Police Department |
| Jasper Police Department | Jefferson County Sheriff's Department |
| Jennings County Sheriff | Knox County Sheriff's Department |
| Kokomo Police Department | Lafayette Police Department |
| LaPorte County Sheriff's Office | LaPorte Police Department |
| Lawrence County Sheriff's Department | Lawrenceburg Police Department |
| Madison County Sheriff's Department | Merrillville Police Department |
| Miami County Sheriff's Office | Michigan City Police Department |
| Mishawaka Police Dept. | Morgan County Sheriff's Department |
| Muncie Police Department | New Albany Police Department |
| New Castle Police Department | Newburgh Police Department |
| Noble County Sheriff's Department | North Vernon Police Department |
| Peru Police Department | Posey County Sheriff's Office |
| Princeton Police Department | Rensselaer Police Department |
| Richmond Police Department | Rockport Police Department |
| Rockville Police Department | Shelby County Sheriff's Department |
| Tell City Police Department | Tipton County Sheriff's Office |
| Vanderburgh County Sheriff Office | Vermillion County Sheriff's Office |
| Vigo County Sheriff's Office | Wabash City Police Department |
| Wabash County Sheriff's Department | Warren County Sheriff |
| Warren Police Department | Wayne County Sheriff's Department |
| Winchester Police Department | Winona Lake Police Department |

APPENDIX B: INDIANA COUNTIES WITH PERMANENT FITTING STATIONS

| County | Population Estimate 2022 | # of Stations | Rural / Urban County |
|-------------|--------------------------|---------------|----------------------|
| Adams | 36,323 | 0 | Rural/Mixed |
| Allen | 391,959 | 3 | Urban |
| Bartholomew | 86,950 | 0 | Rural/Mixed |
| Benton | 9,033 | 0 | Rural |
| Blackford | 11,260 | 0 | Rural |
| Boone | 70,582 | 1 | Rural/Mixed |
| Brown | 14,678 | 0 | Rural |
| Carroll | 20,464 | 0 | Rural |
| Cass | 37,071 | 0 | Rural/Mixed |
| Clark | 121,368 | 2 | Urban |
| Clay | 26,375 | 0 | Rural |
| Clinton | 33,020 | 1 | Rural/Mixed |
| Crawford | 10,526 | 1 | Rural |
| Daviess | 33,570 | 1 | Rural/Mixed |
| Dearborn | 49,386 | 1 | Rural/Mixed |
| Decatur | 26,061 | 2 | Rural/Mixed |
| DeKalb | 44,276 | 1 | Rural/Mixed |
| Delaware | 113,649 | 2 | Urban |
| Dubois | 42,922 | 1 | Rural/Mixed |
| Elkhart | 208,513 | 1 | Urban |
| Fayette | 23,180 | 0 | Rural/Mixed |
| Floyd | 80,586 | 2 | Rural/Mixed |
| Fountain | 16,214 | 1 | Rural |
| Franklin | 22,914 | 1 | Rural |
| Fulton | 19,737 | 0 | Rural |
| Gibson | 33,806 | 1 | Rural |
| Grant | 64,959 | 2 | Rural/Mixed |
| Greene | 31,511 | 2 | Rural |
| Hamilton | 361,111 | 1 | Urban |
| Hancock | 83,238 | 1 | Rural/Mixed |
| Harrison | 41,418 | 1 | Rural |
| Hendricks | 180,520 | 2 | Urban |
| Henry | 47,495 | 1 | Rural/Mixed |
| Howard | 83,405 | 1 | Rural/Mixed |
| Huntington | 37,351 | 1 | Rural/Mixed |
| Jackson | 44,720 | 2 | Rural/Mixed |
| Jasper | 34,153 | 1 | Rural |
| Jay | 19,563 | 1 | Rural |
| Jefferson | 32,761 | 1 | Rural/Mixed |
| Jennings | 27,903 | 0 | Rural |
| Johnson | 164,389 | 4 | Urban |
| Knox | 36,588 | 1 | Rural/Mixed |
| Kosciusko | 79,576 | 1 | Rural/Mixed |
| LaGrange | 40,331 | 0 | Rural |
| Lake | 488,652 | 8 | Urban |
| LaPorte | 109,609 | 2 | Urban |
| Lawrence | 44,590 | 3 | Rural/Mixed |

| | | | |
|-------------|---------|----|-------------|
| Madison | 129,557 | 1 | Urban |
| Marion | 982,228 | 7 | Urban |
| Marshall | 46,144 | 3 | Rural/Mixed |
| Martin | 10,363 | 1 | Rural |
| Miami | 35,126 | 0 | Rural/Mixed |
| Monroe | 152,034 | 2 | Urban |
| Montgomery | 38,530 | 1 | Rural/Mixed |
| Morgan | 71,545 | 2 | Rural/Mixed |
| Newton | 13,978 | 0 | Rural |
| Noble | 48,347 | 1 | Rural/Mixed |
| Ohio | 5,863 | 0 | Rural |
| Orange | 19,940 | 1 | Rural |
| Owen | 20,610 | 1 | Rural |
| Parke | 16,814 | 1 | Rural |
| Perry | 19,445 | 2 | Rural |
| Pike | 12,392 | 0 | Rural |
| Porter | 173,092 | 3 | Urban |
| Posey | 25,046 | 0 | Rural |
| Pulaski | 11,936 | 1 | Rural |
| Putnam | 37,846 | 3 | Rural |
| Randolph | 24,242 | 0 | Rural |
| Ripley | 27,946 | 2 | Rural |
| Rush | 16,419 | 0 | Rural |
| Scott | 24,140 | 1 | Rural/Mixed |
| Shelby | 45,350 | 1 | Rural/Mixed |
| Spencer | 19,953 | 2 | Rural |
| St. Joseph | 274,388 | 12 | Urban |
| Starke | 23,127 | 0 | Rural |
| Steuben | 34,915 | 0 | Rural/Mixed |
| Sullivan | 20,588 | 1 | Rural |
| Switzerland | 10,811 | 0 | Rural |
| Tippecanoe | 201,477 | 4 | Urban |
| Tipton | 15,256 | 0 | Rural |
| Union | 7,129 | 0 | Rural |
| Vanderburgh | 182,444 | 3 | Urban |
| Vermillion | 15,462 | 0 | Urban |
| Vigo | 106,051 | 2 | Urban |
| Wabash | 30,390 | 0 | Rural/Mixed |
| Warrick | 64,570 | 1 | Rural/Mixed |
| Washington | 28,348 | 2 | Rural |
| Wayne | 65,398 | 1 | Rural/Mixed |
| Wells | 28,935 | 1 | Rural |
| White | 24,009 | 1 | Rural |
| Whitley | 33,715 | 1 | Rural |

APPENDIX C: 405(F) MOTORCYCLIST SAFETY GRANT

| Motorcycle registrations | | | |
|--------------------------|---------------|-------------|---------------|
| County | Registrations | county | Registrations |
| Marion | 21,511 | Clinton | 1,472 |
| Lake | 13,903 | Starke | 1,457 |
| Allen | 10,718 | Washington | 1,456 |
| Hamilton | 8,058 | Greene | 1,453 |
| Porter | 7,557 | Gibson | 1,414 |
| Elkhart | 7,480 | Adams | 1,401 |
| Saint Joseph | 7,235 | Jennings | 1,373 |
| Hendricks | 6,064 | Lagrange | 1,297 |
| Vanderburgh | 5,424 | Wells | 1,289 |
| Johnson | 5,368 | Knox | 1,259 |
| Madison | 5,230 | White | 1,233 |
| Tippecanoe | 5,068 | Decatur | 1,222 |
| Laporte | 5,039 | Jefferson | 1,218 |
| Howard | 4,100 | Clay | 1,186 |
| Morgan | 3,957 | Ripley | 1,133 |
| Clark | 3,802 | Scott | 1,114 |
| Vigo | 3,476 | Jay | 1,111 |
| Kosciusko | 3,426 | Carroll | 1,109 |
| Grant | 3,366 | Randolph | 1,103 |
| Delaware | 3,256 | Owen | 1,090 |
| Monroe | 3,247 | Posey | 1,090 |
| Hancock | 3,174 | Fayette | 1,040 |
| Bartholomew | 3,164 | Fulton | 1,033 |
| Wayne | 3,075 | Franklin | 1,016 |
| Floyd | 2,483 | Daviess | 998 |
| Warrick | 2,429 | Brown | 932 |
| Dekalb | 2,397 | Orange | 878 |
| Shelby | 2,360 | Newton | 870 |
| Marshall | 2,352 | Vermillion | 846 |
| Noble | 2,331 | Tipton | 812 |
| Boone | 2,324 | Rush | 767 |
| Dearborn | 2,169 | Fountain | 736 |
| Henry | 2,112 | Parke | 735 |
| Lawrence | 2,092 | Sullivan | 734 |
| Miami | 1,989 | Spencer | 733 |
| Jackson | 1,960 | Perry | 719 |
| Huntington | 1,914 | Blackford | 693 |
| Whitley | 1,857 | Pulaski | 693 |
| Steuben | 1,760 | Pike | 659 |
| Jasper | 1,658 | Switzerland | 400 |
| Dubois | 1,620 | Crawford | 388 |
| Wabash | 1,604 | Warren | 374 |
| Montgomery | 1,598 | Martin | 354 |
| Cass | 1,544 | Benton | 316 |
| Harrison | 1,533 | Ohio | 291 |
| Putnam | 1,484 | Union | 249 |

Total number of registered motorcycles in State.
 Total # of registered motorcycles in State: 234,014

MOTORCYCLIST AWARENESS PROGRAM

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Total Number Involving Motorcycle: 2,697

| County | Motorcycle Collisions |
|-------------|-----------------------|
| Marion | 365 |
| Lake | 173 |
| Allen | 150 |
| St Joseph | 110 |
| Elkhart | 109 |
| Vanderburgh | 86 |
| Hamilton | 74 |
| Tippecanoe | 71 |
| Porter | 67 |
| Johnson | 63 |
| Madison | 56 |
| Vigo | 50 |
| Delaware | 49 |
| Hendricks | 47 |
| LaPorte | 44 |
| Grant | 43 |
| Clark | 41 |
| Howard | 41 |
| Monroe | 41 |
| Kosciusko | 37 |
| Bartholomew | 36 |
| Jackson | 35 |
| Lawrence | 34 |
| Morgan | 34 |
| Brown | 33 |
| Wayne | 31 |
| Noble | 29 |
| Steuben | 29 |



Indiana Criminal Justice Institute
402 W. Washington Street, Room W469
Indianapolis, IN 46204

317-232-1233
www.cji.in.gov