

Indiana Traffic Safety Annual Report

FFY 2025



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Introduction

The Indiana Criminal Justice Institute – Traffic Safety Division (ICJI-TSD) expanded operations and maximized opportunities for enforcement and education during federal fiscal year (FFY) 2025. The ICJI-TSD continued to implement requirements outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

According to the preliminary Fatality Analysis Reporting System (FARS) federal data for FFY 2025, Indiana is on track to meet the targets outlined in the 2024-2026 Triennial Highway Safety Plan (FFY 2024-26 3HSP). Utilizing current state data from the Automated Reporting Information Exchange System (ARIES) system, Indiana reported 797 total roadway fatalities in FFY 2025. Indiana exceeded the FFY 2024-26 3HSP's anticipated reduction in roadway fatalities, as the numbers fell below the FFY 2025 target of 908 fatalities from motor vehicle crashes. This progress is remarkable when viewed against the highest recorded number of 949 fatalities in FFY 2022. In just three years, Indiana reduced roadway deaths by more than 150 lives annually. This progress underscores the influence of the ICJI-TSD, whose education and outreach initiatives have been central to shaping safer behaviors and supporting communities statewide.

Several events highlight ICJI-TSD's outreach to Hoosiers across Indiana. Traffic Safety Day at the Indianapolis Motor Speedway welcomed hundreds of students and their families to engage with interactive stations demonstrating the dangers of impaired and distracted driving, the importance of seat belt use and child passenger safety, and strategies for sharing the road with motorcycles and large trucks. Designed as a family event, the day included hands-on learning opportunities for teens and adults alike, while also providing valuable demonstrations for parents and caregivers. The ICJI-TSD partnered with several key stakeholders to ensure the event's success, such as Impact Teen Driver, Mothers Against Drunk Driving, Indiana State Police, Automotive Safety Programs, Speedway Fire Department, American Automotive Association, Safe Kids, and Indiana Bureau of Motor Vehicles. The event garnered social media attention, with appearances by professional athletes, popular mascots, and IndyCar drivers, including Sting Ray Robb, Tony Kanaan, Josef Newgarden, Conor Daly, and Ed Carpenter.

The Indiana High School Athletic Association (IHSAA) Student Leadership Conference engaged nearly 1,000 student leaders from more than 100 schools, giving students first-hand experiences in safe driving simulations and workshops. These student leaders carried the lessons home to their peers and communities, multiplying the reach of the program far beyond the event itself.

In addition, the Choices Matter program reached over 23,500 students statewide. Through motivational speakers and interactive experiences, the program emphasized that decisions made behind the wheel can have lifelong consequences. This focus on young drivers is critical; although young drivers make up a small percentage of Indiana's licensed drivers, they are

disproportionately represented in crashes. By targeting this age group with education, resources, and relatable voices, Indiana is investing in long-term behavioral and cultural changes that will continue to save lives.

Public Participation and Engagement (PP&E) is used to connect with populations that often feel unheard, especially young drivers, families in rural areas, and communities with limited access to resources. By pairing community feedback with evidence-based strategies, Indiana improved engagement and was more responsive to current roadway challenges.

In practice, this meant:

- Expanding education and enforcement in communities overrepresented in crash and injury data, ensuring resources were directed where they are most needed.
- Designing outreach for young drivers through experiences like Choices Matter presentations and leadership events, recognizing that while teens represent a small number of licensed drivers, they are disproportionately involved in crashes.
- Elevating the safety of vulnerable road users by focusing on pedestrians, bicyclists, and micro-mobility users.
- Broadening access to Child Passenger Safety (CPS) programs which ensure that parents and caregivers statewide can take advantage of resources and training.
- Using state data systems to identify underserved communities and align additional support with their unique needs.

Events such as Traffic Safety Day at the Indianapolis Motor Speedway and the IHSAA Student Leadership Conference demonstrated what PP&E looks like in practice: hands-on, community-centered programming that educates, empowers, and amplifies voices. Combined with statewide outreach, these efforts show Indiana's dedication to building trust, raising awareness, and helping drivers understand their role in creating safer roads.

This Annual Report celebrates the successes and accomplishments made across the ICJI-TSD programs and initiatives focused on lowering traffic fatalities and achieving target goals set in the FFY 2024-26 3HSP. These efforts, paired with the measurable reductions in roadway fatalities, demonstrate the direct effect of the ICJI-TSD's leadership and programming. By reaching young drivers, empowering families, and engaging communities, Indiana is laying the groundwork for a safer future, one generation at a time. Looking forward, these strategies will continue to shape FFY 2026 goals and build momentum toward the vision of zero fatalities on Indiana roadways.

Indiana Triennial Highway Safety Plan Focus

The approved FFY 2024-26 3HSP documents Indiana's commitment to reducing roadway deaths and dangerous driving behaviors across the state. The FFY 2024-26 3HSP targets rising traffic and pedestrian fatalities, along with persistent issues such as impaired driving, distracted driving, speeding, and failure to properly use occupant restraints.

In FFY 2025, the ICJI-TSD built upon a data-informed process by consulting stakeholders statewide and listening directly to community voices when shaping countermeasures, projects, and performance metrics for the FFY 2024-26 3HSP. The ICJI-TSD continues to partner with stakeholders and community organizations, adjusting its traffic safety strategies to incorporate recommendations from those most affected by roadway risk.

To pinpoint traffic safety challenges and high-crash locations, the ICJI-TSD evaluated multiple data tools and sources. These included FARS, ARIES, Operation Pull Over (OPO) database, Indiana University Public Policy Institute (IU-PPI), Electronic Citation Warning System (eCWS), Purdue Center for Road Safety (CRS), the Indiana Department of Transportation (INDOT), and the Indiana State Department of Toxicology (ISDT). Using five years of data, the ICJI-TSD projected future performance measures by analyzing the most recent plotted data points and calculating five-year rolling averages to align Indiana's goals with measurable progress in decreasing fatalities and serious injuries.

Data trends over the last five federal fiscal years reveal positive movement towards safer roadways. Overall traffic fatalities dropped from 852 in FFY 2024 to 797 in FFY 2025. Serious injuries declined, as did fatalities per 100 million vehicle miles traveled (VMT), unrestrained fatalities, speeding-related fatalities, un-helmeted motorcyclist fatalities, and crashes resulting in fatalities among children ages 15 and under—including a reduction in deaths among children ages five and under. Indiana also reached a statewide seat belt usage rate of 94.1%, the highest usage rate reported since before the COVID-19 pandemic.

Throughout FFY 2025, the ICJI-TSD consistently monitored and evaluated all FFY 2024-26 3HSP projects. To address performance measure targets (PMT) that were not fully met, FFY 2027-29 3HSP will further strengthen enforcement initiatives, advance distracted driving prevention efforts, and expand media strategies aimed at promoting safer behavior on Indiana roadways. Additional emphasis will be placed on outreach to young drivers under age 20, increasing seat belt compliance, and enhancing public awareness of vulnerable road users—particularly pedestrians and bicyclists.

Performance Report: 23 CFR 1300.35 (a)(1)

Pursuant to and in compliance with 23 CFR 1300.35(a)(1), the following section contains an assessment of Indiana's progress in achieving performance measures identified in the FFY 2024-26 3HSP and updated in the annual grant application, based on the most currently available data. This section explains Indiana's progress towards achieving the FFY 2024-26 3HSP performance measures and describes how the activities conducted under the FFY 2025 grant application contributed to meeting Indiana's highway safety performance targets.

Core Performance Measures and Targets

The FFY 2024-26 3HSP identifies the most crucial traffic safety issues and provides a detailed framework for creating data-driven traffic safety programs focused on preventing traffic fatalities and injuries. Each year, the ICJI-TSD analyzes data to adjust program targets through amendments, while aligning with traffic safety countermeasures. Following federal requirements, the ICJI-TSD established performance measure targets (PMT) for the performance measures listed in Table 1. The ICJI-TSD relied on FARS data to set annual PMTs for the core performance measures (C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, and C-11). State data was used to set PMTs for B-1, A-5, and IN-1. The ICJI-TSD also reports progress on additional citation activity measures.

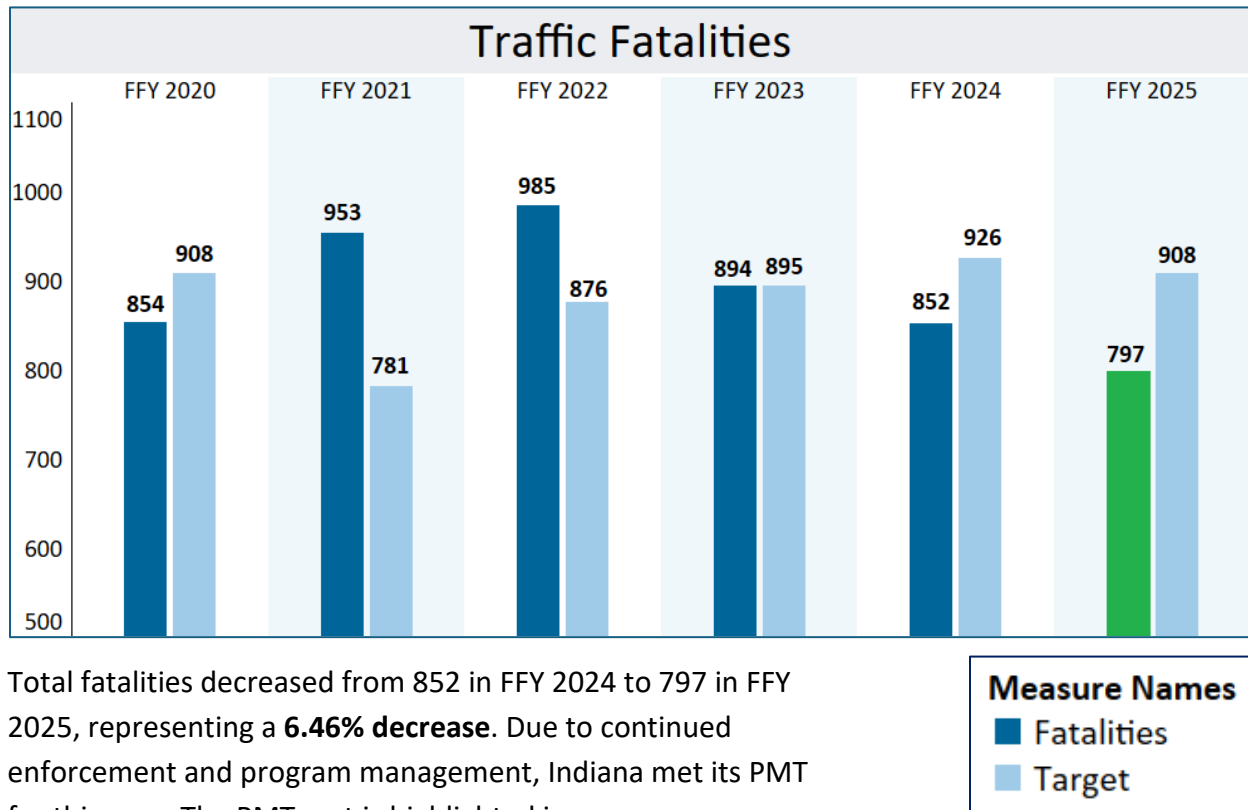
Based on the preliminary FARS data, the ICJI-TSD anticipates meeting eleven (11) of the fourteen (14) PMTs in FFY 2025. Table 1 provides the FFY 2024 and FFY 2025 statuses of the core performance measures. The ICJI-TSD will continue to conduct thorough reviews of all its performance measures to determine whether additional initiatives are needed to improve traffic safety on Indiana's roadways.

Table 1: Assessment of results in achieving PMTs for FFY 2024 and FFY 2025

Assessment of Results in Achieving Performance Measure Targets (PMT) for FFY 2024 and FFY 2025							
	FFY 2024			FFY 2025			
Performance Measure	Target Value	Progress Results	Target Value Met?	Target Value	Progress Results	Target Value Met?	Annual 5-Year Average
C-1) Total Traffic Fatalities	926	852	YES	908	797	YES	907
C-2) Serious Injuries in Traffic Crashes	3,281	3,496	NO	3,216	2,495	YES	3,147
C-3) Fatalities/100M VMT	1.10	1.057	YES	1.07	0.89	YES	1.06
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	227	162	YES	223	149	YES	214
C-5) Alcohol-Impaired Driving Fatalities	146	121	YES	143	139	YES	161
C-6) Speeding-Related Fatalities	279	212	YES	274	207	YES	263
C-7) Motorcyclist Fatalities	112	112	YES	109	49	YES	105
C-8) Un-helmeted Motorcyclist Fatalities	74	58	YES	73	79	NO	78
C-9) Drivers Aged Twenty (20) and Under Involved in Fatal Crashes	106	137	NO	104	106	NO	115
C-10) Pedestrian Fatalities	110	120	NO	108	75	YES	115
C-11) Bicyclist Fatalities	16	19	NO	15	29	NO	20
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	>90	93.6	YES	>90	94.1	YES	93.4
A-5) Children Aged Fifteen (15) and Under Killed in Traffic Crashes	26	18	YES	25	22	YES	27
IN-1) Children Aged Seven (7) and Under Killed in Traffic Crashes	11	5	YES	11	11	YES	12

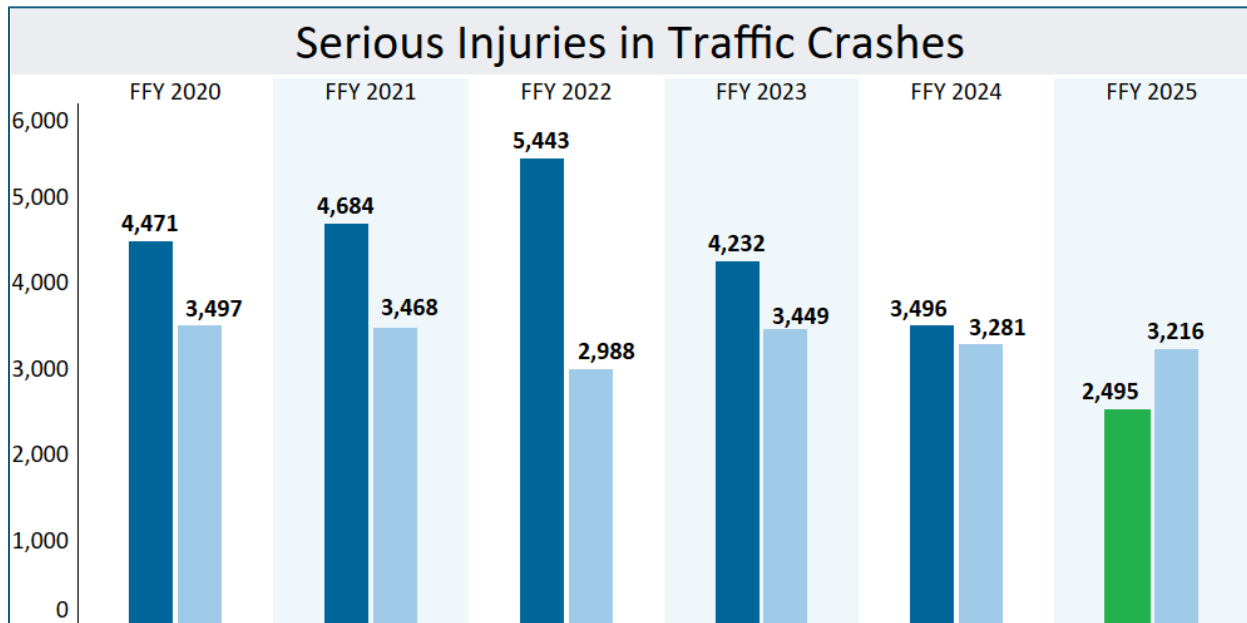
Performance Measure C-1) Traffic Fatalities

Table 2: Total fatalities by FFY, sourced from FARS



Performance Measure C-2) Number of Serious Injuries in Traffic Crashes

Table 3: Annual serious bodily injuries in traffic crashes by FFY, sourced from ARIES



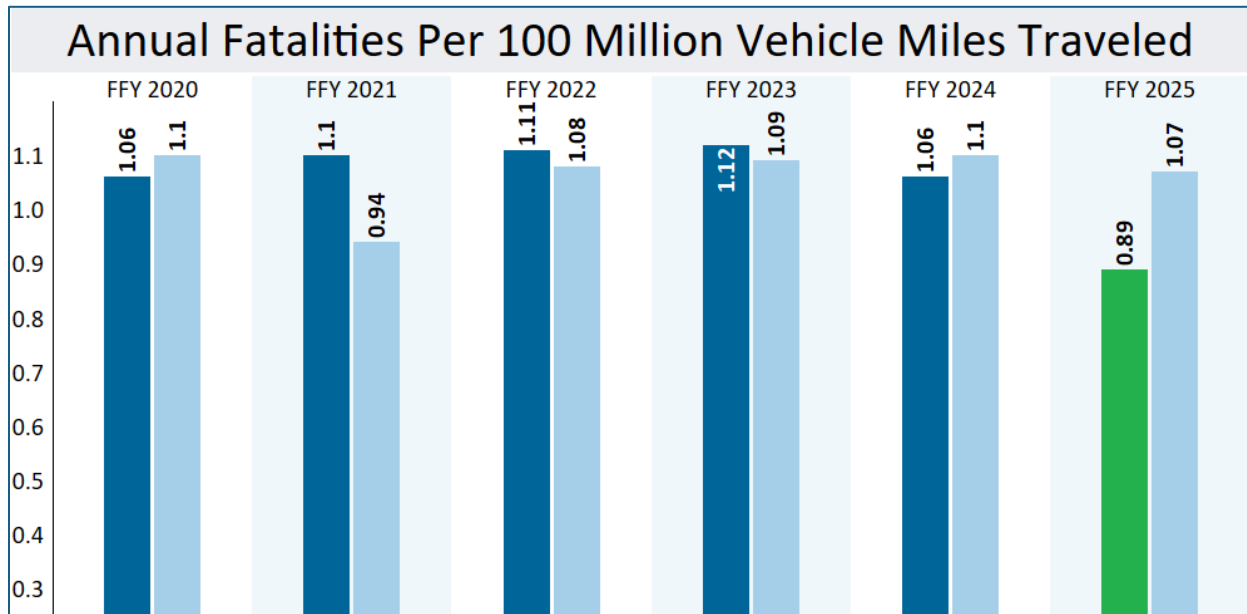
Due to continued road safety improvements, overall serious bodily injuries (SBI) **decreased in FFY 2025**. Indiana met its PMT for this area. The PMT met is highlighted in green.

Measure Names

- SBI
- SBI Target

Performance Measure C-3) Fatalities Per 100 Million Vehicle Miles Traveled

Table 4: Annual fatalities per 100 million vehicles miles traveled, sourced from INDOT



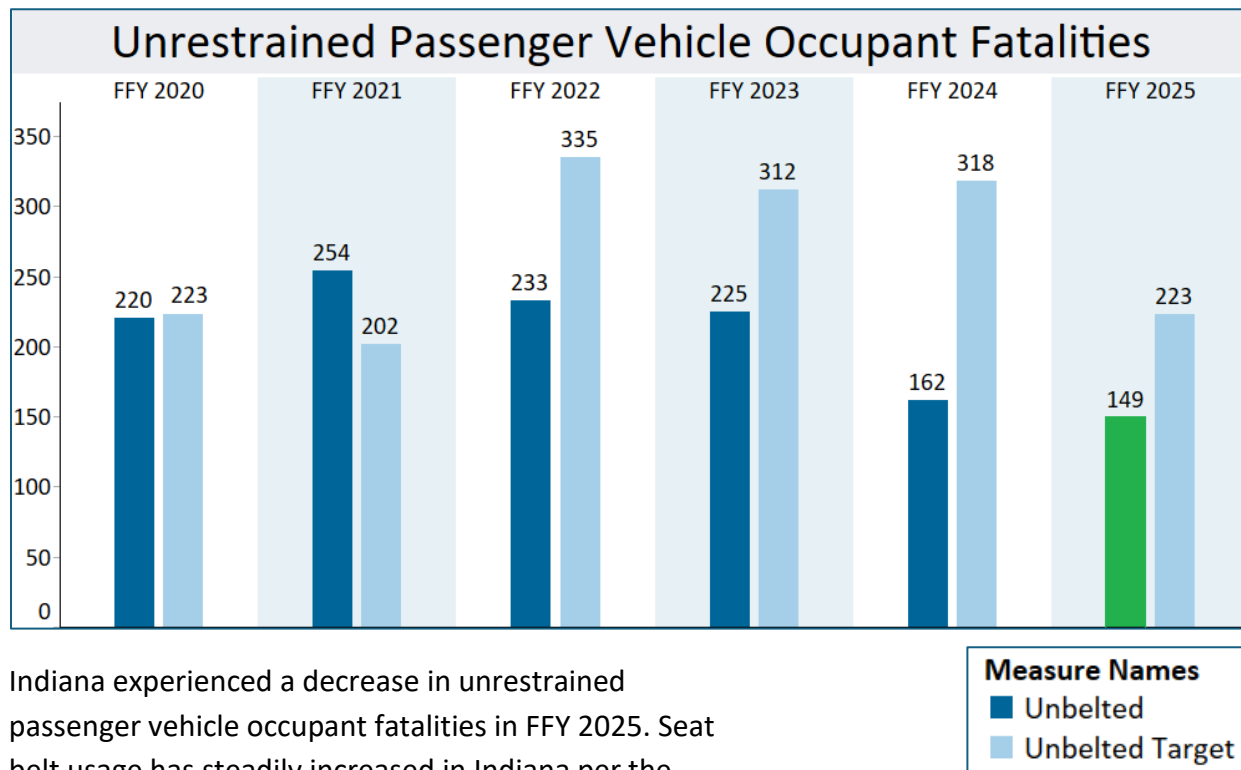
Fatalities by 100 million vehicle miles traveled was 0.89 in FFY 2025. This is a **decrease** from 1.06 in FFY 2024 and less than the PMT. The PMT met is highlighted in green.

Measure Names

- Fatalities per VMT
- VMT Target

Performance Measure C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities – All Positions

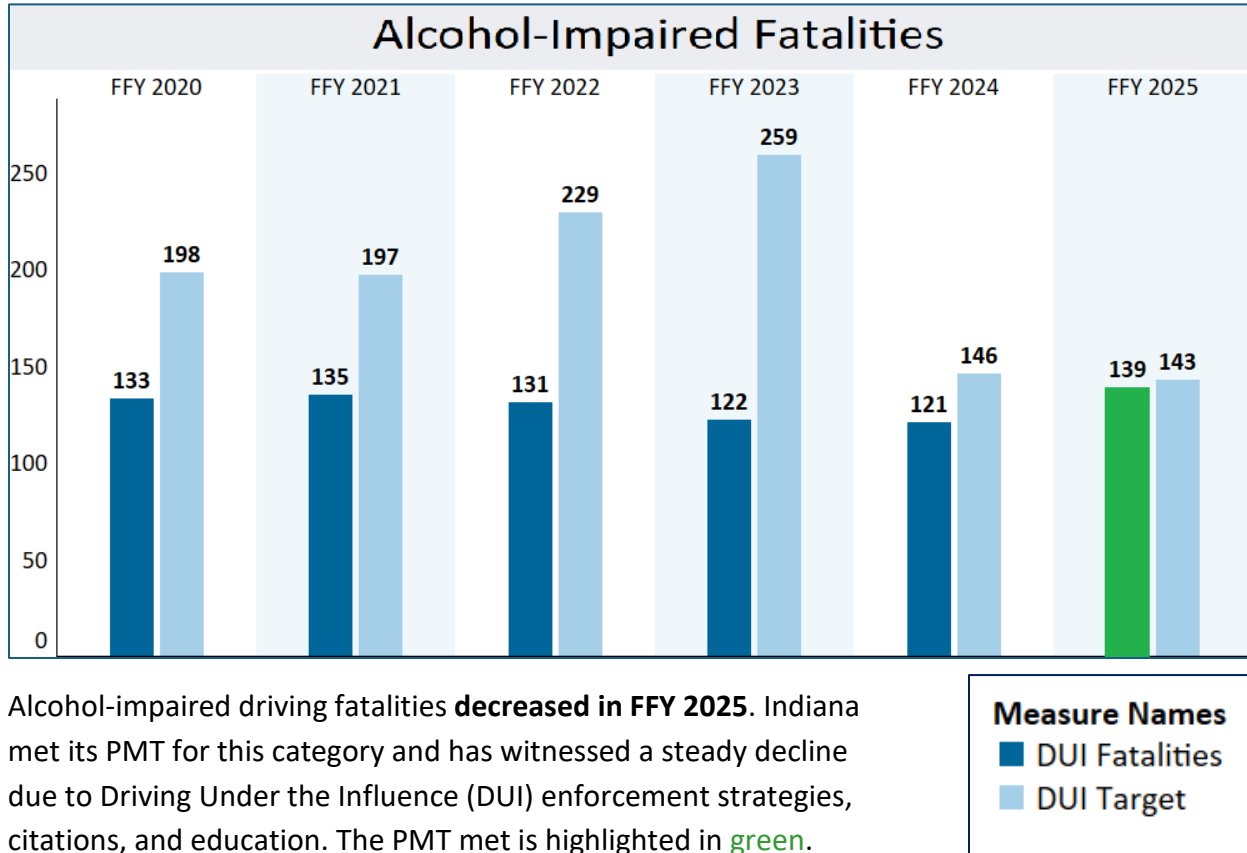
Table 5: *Unrestrained passenger vehicle occupant fatalities by FFY, sourced from FARS*



Indiana experienced a decrease in unrestrained passenger vehicle occupant fatalities in FFY 2025. Seat belt usage has steadily increased in Indiana per the Annual Seat Belt Usage Survey, with a new record of **94.10% usage in FFY 2025**. Indiana met its PMT for this category. The PMT met is highlighted in green.

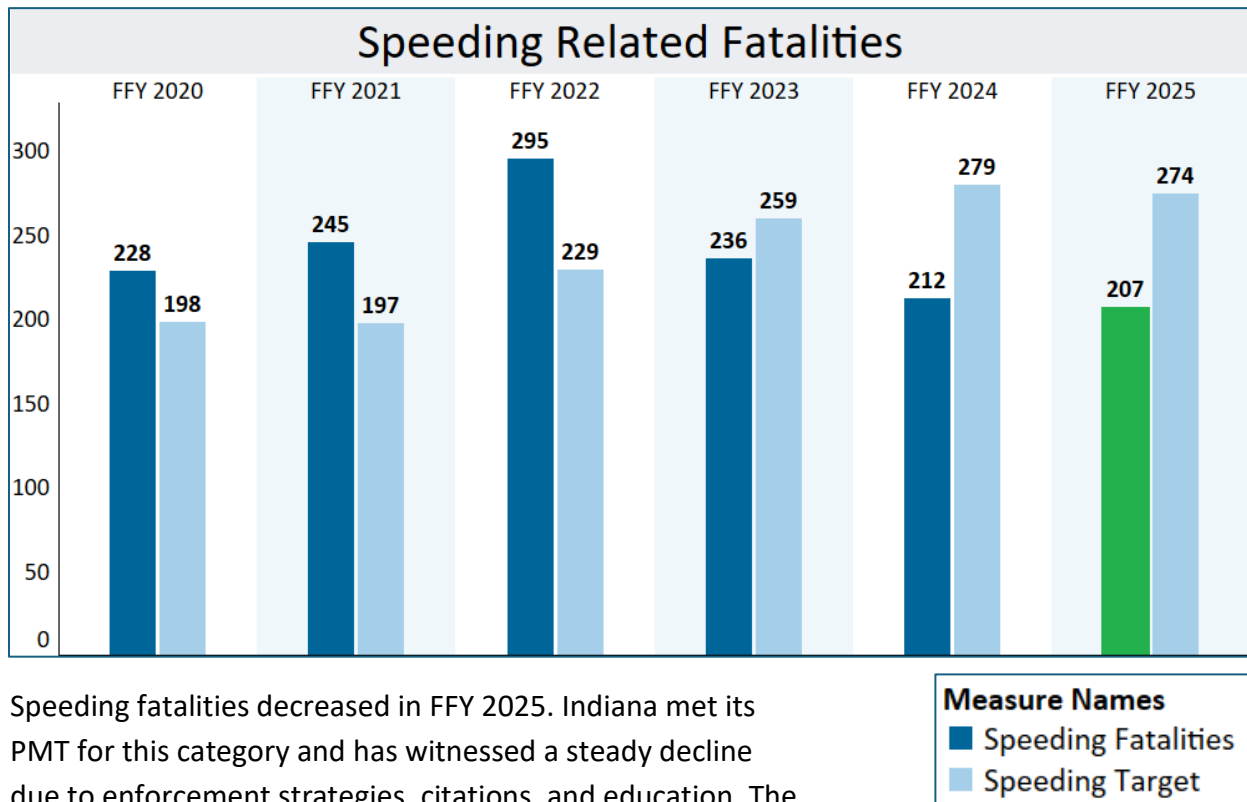
Performance Measure C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 or Above

Table 6: Alcohol-impaired fatalities by FFY, sourced from FARS



Performance Measure C-6) Number of Speeding-Related Fatalities

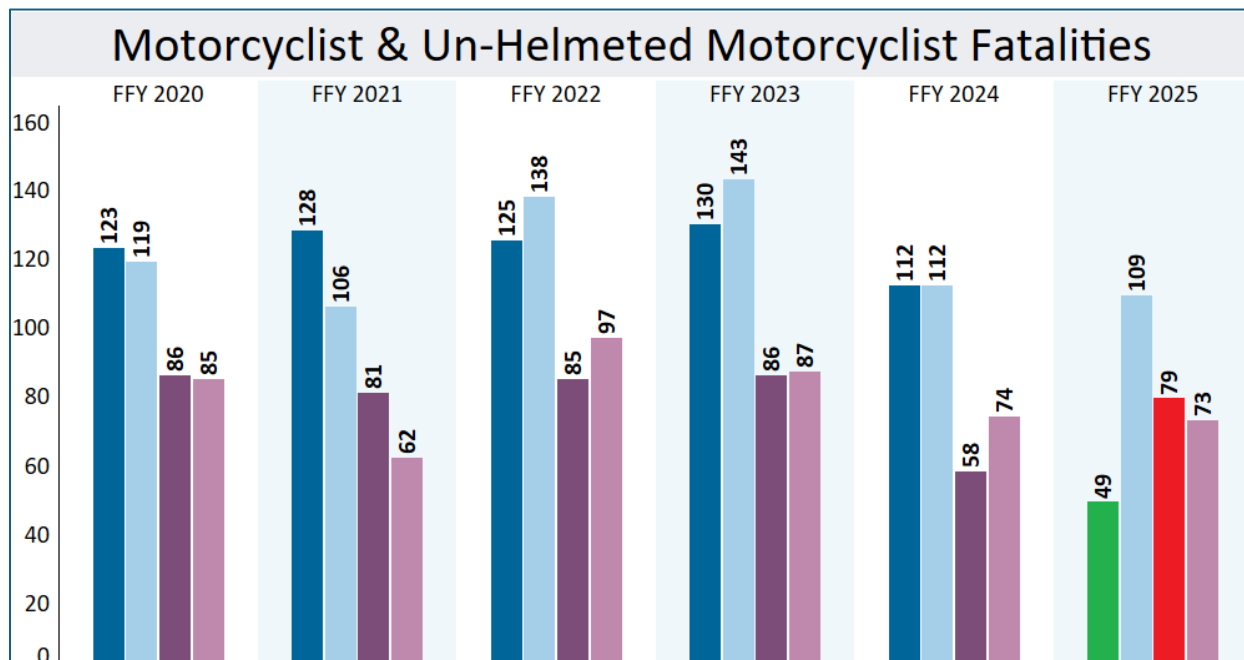
Table 7: *Speeding-related fatalities by FFY, sourced from FARS*



Speeding fatalities decreased in FFY 2025. Indiana met its PMT for this category and has witnessed a steady decline due to enforcement strategies, citations, and education. The PMT met is highlighted in green.

Performance Measure C-7 & C-8) Number of Motorcyclist & Un-helmeted Motorcyclist Fatalities

Table 8: *Motorcyclist & Un-helmeted motorcyclist fatalities by FFY, sourced from FARS*



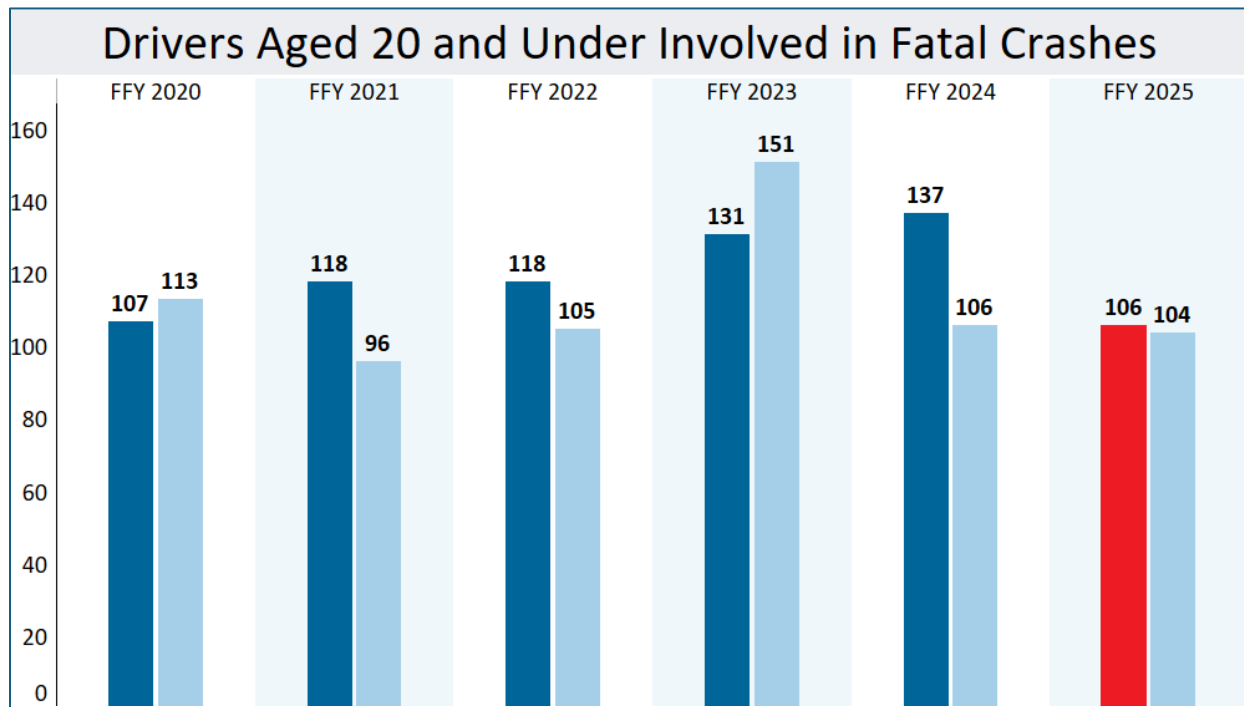
Helmeted motorcycle fatalities **decreased in FFY 2025 by 56%**. For this PMT, Indiana met its goal. Un-helmeted fatalities increased to 79 total. For this PMT, Indiana did not meet its goal. The met PMT and unmet PMT are highlighted in **green** and **red**, respectively.

Measure Names

- Motorcycle Fatalities
- Motor Target
- Un-helmeted Fatalities
- UH Target

Performance Measure C-9) Number of Drivers Twenty (20) or Younger Involved in Fatal Crashes

Table 9: Drivers aged 20 and under involved in fatal crashes by FFY sourced from FARS



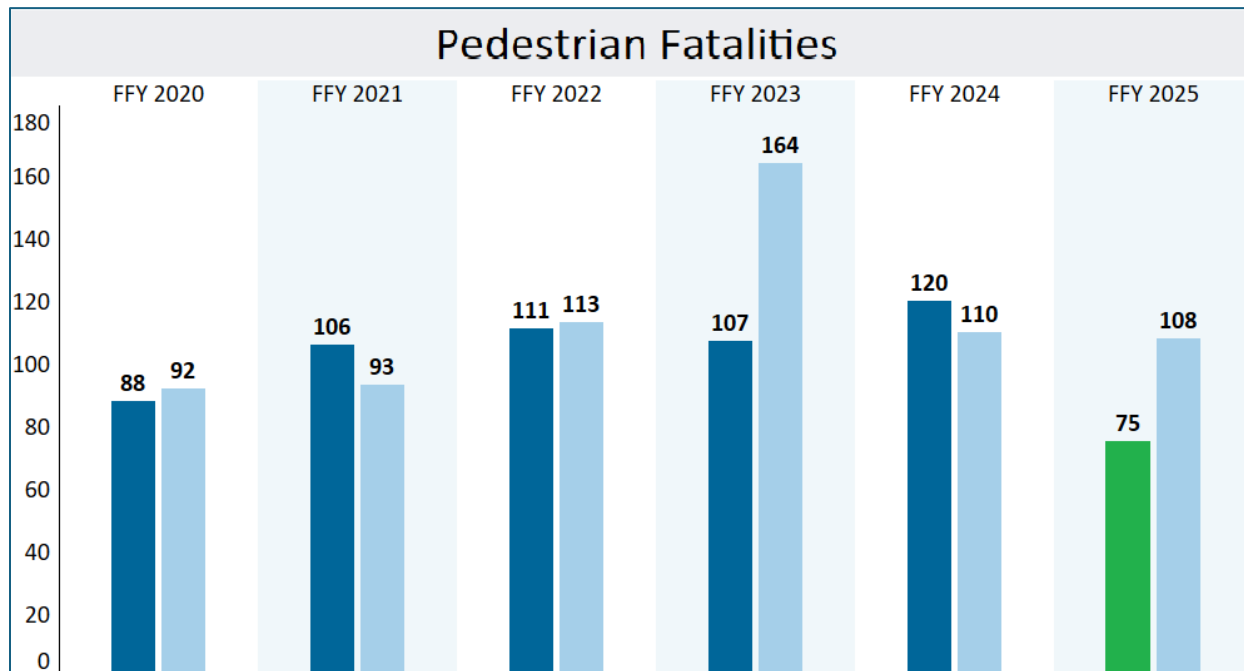
Drivers aged 20 and under involved in fatal crashes **decreased in FFY 2025 by 2.3%** due to increased programs targeting young drivers. However, Indiana did not meet its PMT value of 104. The PMT not met is highlighted in red.

Measure Names

- Young Drivers
- YD Target

Performance Measure C-10 Number of Pedestrian Fatalities

Table 10: Pedestrian fatalities by FFY, sourced from FARS



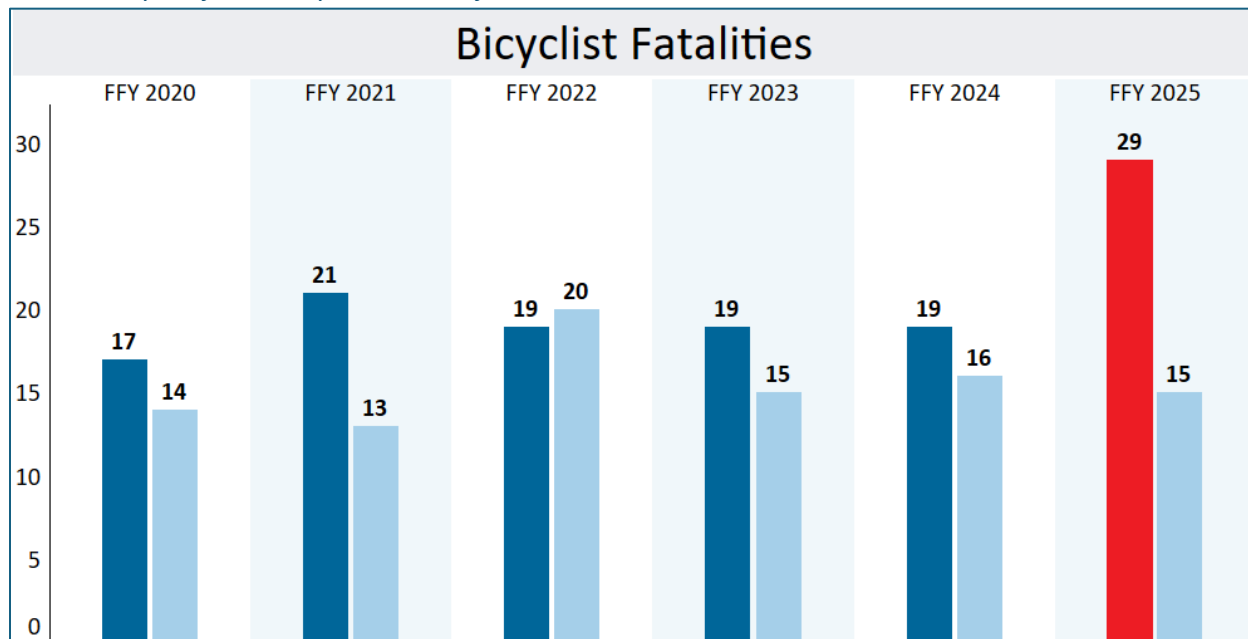
Pedestrian fatalities **decreased in FFY 2025**. The PMT was 108 fatalities for FFY 2025. Indiana met its PMT for this area. The met PMT is highlighted in **green**.

Measure Names

- Pedestrian
- Ped Target

Performance Measure C-11) Number of Bicyclist Fatalities

Table 11: *Bicyclist fatalities by FFY, sourced from FARS*



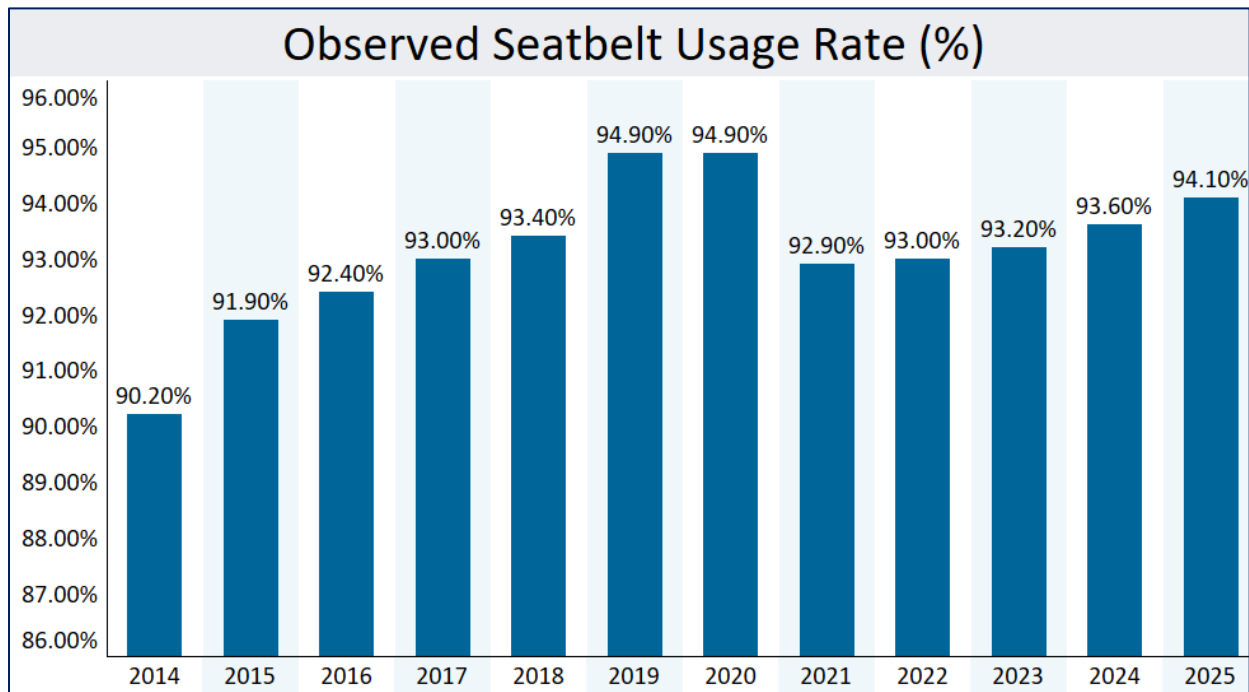
The number of bicyclist fatalities increased in FFY 2025. Indiana did not meet its PMT for this year. The PMT not met is highlighted in red.

Measure Names

- Bicyclist
- Bike Target

Performance Measure B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outbound Occupants

Table 12: *Observed seat belt use for passenger vehicles, front seat outbound occupants, sourced from Purdue CRS*



Indiana’s observed annual seat belt rate rose from 93.60% in FFY 2024 to 94.10% in FFY 2025. Like FFY 2024, this was again the **highest usage rate since pre-COVID-19 surveys**. Indiana met its PMT by achieving this record high and showing continued improvement annually.

Performance Measure A-5 & IN-1) Children Aged Fifteen (15) and Under Killed in Traffic Crashes & Children Aged Seven (7) and Under Killed in Traffic Crashes

Table 13: Children aged 15 and under killed in traffic crashes by FFY, sourced from FARS

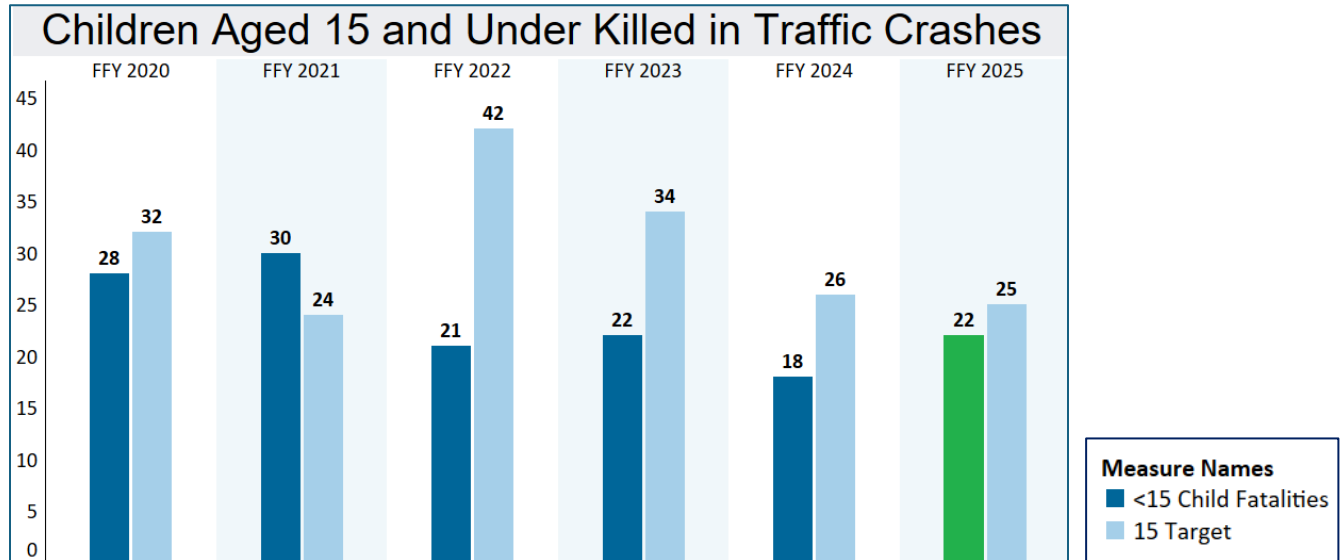
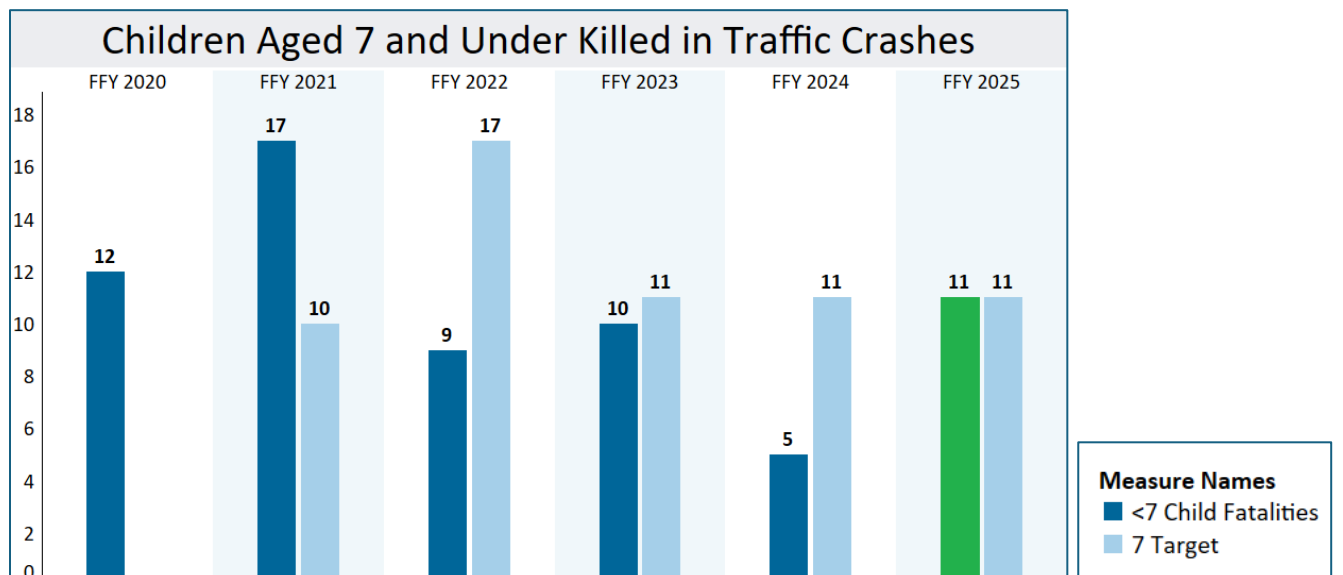


Table 14: Children aged 7 and under killed in traffic crashes by FFY, sourced from FARS



The number of children aged fifteen (15) and under and the number of children aged seven (7) and under both **decreased in FFY 2025**. Indiana met both established PMTs for FFY 2025. The PMTs met are highlighted in **green**.

Table 15: Safety belt usage rate by region, sourced from Purdue CRS

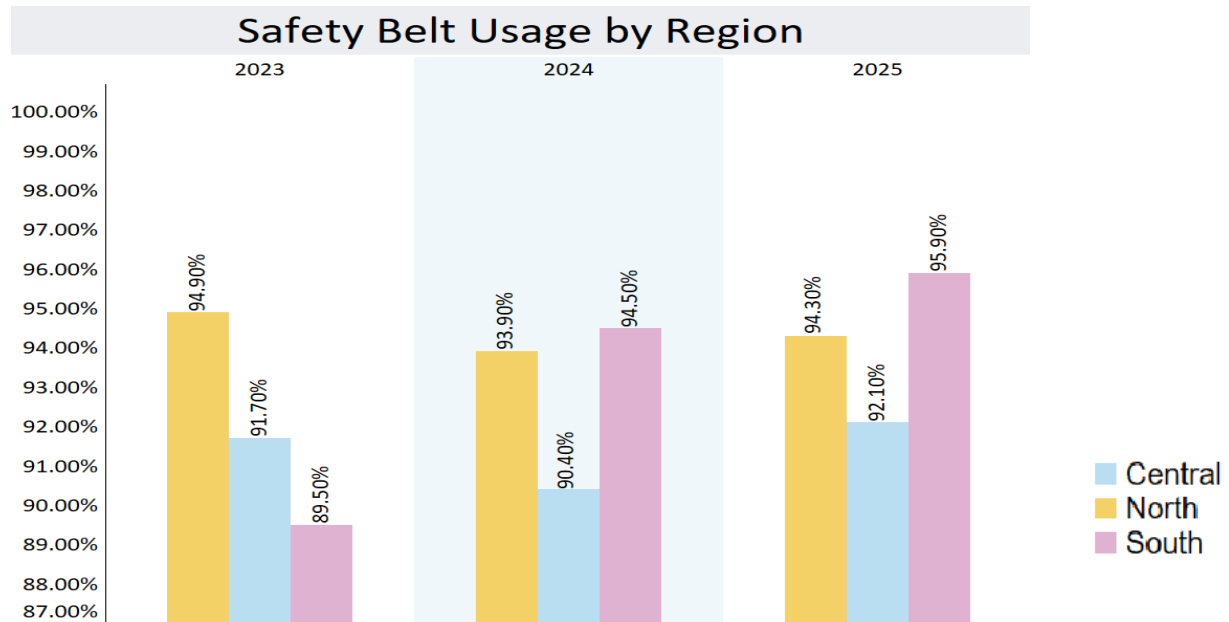


Figure 1: Map of Indiana counties, sourced from Purdue CRS



Performance Report: 23 CFR 1300.35 (a)(2)

Pursuant to and in compliance with 23 CFR 1300.35(a)(2), the following section contains an explanation of how Indiana plans to adjust its strategy for programming funds to achieve the performance targets that Indiana is not on track to meet.

The following core PMTs are not likely to be met in FFY 2025. The ICJI-TSD will adjust FFY 2026 efforts to better address and meet performance targets, as described below:

C-8) Number of Un-helmeted Motorcyclist Fatalities

- FFY 2026 Target: 72
- The ICJI-TSD will expand education, enforcement, and opportunities to raise awareness of motorcycle safety.
- In FFY 2026, the following programs are planned to target this area:
 - Comprehensive Highway Injury Reduction Program (CHIRP)
 - Crash Mapping Program (CMAP)
 - Center for Road Safety (CRS)

C-9) Drivers Aged Twenty (20) and Under Involved in Fatal Crashes

- FFY 2026 Target: 102
- The ICJI-TSD is expanding education, enforcement, and opportunities to reach young drivers and passengers. Specifically, the ICJI-TSD will continue to expand the Teen Traffic Safety and Education program through collaboration with Impact Teen Drivers. The ICJI-TSD will continue to utilize 405e funds to provide meaningful educational programs on distracted driving to young drivers.
- In FFY 2026, the following programs are planned to target this area:
 - Comprehensive Highway Injury Reduction Program (CHIRP)
 - Excise Police Grant Program
 - Teen Traffic Safety and Education – Impact Teen Drivers

C-11) Bicyclist Fatalities

- FFY 2026 Target: 15
- The ICJI-TSD will continue to explore opportunities to strengthen education and enforcement efforts towards vulnerable road user safety. Specifically, the ICJI-TSD will grow the Pedestrian and Bicycle Safety Initiatives in FFY 2026 and 2027 to expand the vulnerable road user safety strategies.
- In FFY 2026, the following program is planned to target this area:
 - Pedestrian and Bicycle Safety Initiatives

Activity Report: 1300.35 (b)

The ICJI-TSD implemented the following programs in FFY 2025 to achieve the FFY 2024-26 3HSP's stated goals of reducing traffic fatalities and injuries in Indiana.

Occupant Protection Programs

Occupant Protection Program Management

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

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4

In FFY 2025, Indiana strengthened its Occupant Protection (OP) initiatives by prioritizing evidence-based restraint strategies and aligning activities with observed statewide seat belt-use trends. Indiana's OP Program continued to direct enforcement support, outreach, and planning resources toward populations and locations most represented in unrestrained crash data, ensuring program decisions were guided by measurable highway safety outcomes.

Child Passenger Safety Program Management

Planned Activity Number: CR-2025-01-00-02

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

In FFY 2025, the Child Passenger Safety (CPS) Program Manager coordinated and provided oversight for Indiana's child passenger safety initiatives. The Program Manager's responsibilities included monitoring sub-recipient compliance and performance, promoting child passenger safety education and resources, and overseeing Indiana's child restraint system distribution program. In FFY 2025, the Indiana CPS program started with 95 child restraint inspection stations (CRIS) and worked to establish an additional 18 new CRIS stations and host 57 child passenger safety events in underserved communities.

Child Passenger Safety Training and Distribution Program

Planned Activity Number: M1CPS-2025-01-00-43

Funding Source: 405b Funds

Linked PMTs: C-1, C-3, C-4, A-5, IN-1, & B-1

In FFY 2025, the ICJI-TSD supported the Automotive Safety Program (ASP) to strengthen child passenger safety through statewide technician training and the coordinated distribution of child restraint systems. Training efforts emphasized accurate installation, proper harnessing techniques, and consistent inspection standards. National Child Passenger Safety Technician (CPST) Certification courses and renewal opportunities were offered across the state to maintain recertification levels and increase CPST coverage in high-risk communities.

Through these initiatives, Indiana continued to expand its CPS workforce. In FFY 2025, the ASP supported 31 certification courses, resulting in 310 newly certified CPSTs and 25 newly certified law enforcement technicians statewide. These CPSTs joined an estimated 1,500 active CPSTs across Indiana, enhancing the state's collective capacity to reduce child passenger injuries and fatalities through proper restraint use.

FFY 2025 also marked progress in aligning statewide training and distribution operations. The ASP assumed distribution of child restraints to CRIS sites in FFY 2025. This coordinated transition allowed Indiana to maintain uninterrupted access to child restraint systems and community inspection stations and enhance equitable access to safety resources. In total, the ICJI-TSD supplied 2,227 child restraint systems to 94 inspection stations statewide for use at CRIS locations, community events, and CPS Week activities, including Seat Check Saturday.

By investing in training, standardizing data collection, and prioritizing reasonable resource distribution, the program continues to advance statewide child passenger protection and support key federal performance targets related to restraining children safely on Indiana roadways.

Child Passenger Safety Specialists (CPSS)

Planned Activity Number: CR-2025-01-00-03

Funding Source: 402 funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

During FFY 2025, Indiana continued to support child occupant protection priorities through statewide coordination of CPS activities. Child Passenger Safety Specialists (CPSS) served as technical resources to partners across the state, providing education and guidance on the proper use of child restraint systems. These specialists supported CPSTs and assisted with child passenger safety outreach, CRIS support, and training coordination.

The CPSSs supported Indiana's network of 103 CRIS locations across the state. These stations provided caregivers with hands-on assistance in selecting and installing child safety seats and offered access to certified technicians who could demonstrate correct restraint use. CRIS locations also served as referral points for law enforcement, health agencies, and community partners when families required support or replacement restraints.

The CPSSs support further extended to partnerships with enforcement agencies, which continued to direct caregivers to available child passenger safety services when appropriate during traffic stops or safety outreach. The CPSS program launched a Car Seat Basics for Law Enforcement online training program to educate law enforcement officers on child passenger safety topics. In FFY 2025, 1,203 law enforcement officers completed this course either in person or online. Through statewide coordination, technical assistance, and continued collaboration among CRIS locations, CPSTs, and law enforcement partners, Indiana worked to improve proper child restraint use and enhance the safety of children traveling on Indiana roadways.

Teen Traffic Safety and Education

Planned Activity Number: M1*TSP-2025-01-00-01, M1*TSP-2025-01-00-02, B8LPE-2025-01-00-01, EDU_AL-2025-01-00-21,

Funding Source: 405b Flex, 405e, 164 Funds

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

In FFY 2025, the ICJI-TSD continued its partnership with Impact Teen Drivers (ITD) to address reckless and distracted driving among Indiana teens through evidence-based education that emphasizes positive decision-making. ITD programs align with the Safe System Approach and directly support the FFY 2024-26 3HSP goals by engaging teens, families, and community influencers in strategies proven to reduce high-risk driving behaviors.

With support from the ICJI-TSD, ITD expanded statewide reach and exceeded all contracted deliverables during FFY 2025. The program facilitated nine Train-the-Trainer (TTT) workshops, building community capacity across 25 counties and equipping educators, first responders, and youth-serving organizations to deliver consistent, research-based safety messaging. In addition, ITD delivered 68 school and community presentations and participated in 30 community outreach events, resulting in 111 total educational engagements statewide and reaching more than 23,331 Hoosiers through direct programming and outreach.

Curriculum enhancements in FFY 2025 strengthened alignment with statewide safety priorities. A newly developed impairment education module was integrated into the flagship “What Do You Consider Lethal?” presentation to address alcohol, drug, and fatigue-related impairment using hands-on learning strategies. ITD collected data from more than 1,000 student surveys demonstrating statistically significant improvements in safe driving intentions, including increased seat belt use, reduced distracted driving, and greater understanding of Graduated Driver Licensing (GDL) laws.

Click It to Live It (CITLI)

Planned Activity Number: OP-2025-01-00-05

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, C-5, C-10, & B-1

In FFY 2025, the Click It to Live It (CITLI) initiative served as Indiana's primary seat belt enforcement effort under CHIRP. Law enforcement agencies focused on visible restraint enforcement in areas with higher rates of unrestrained crashes, emphasizing roadway locations and time periods where seat belt compliance is historically lower. These patrols reinforced Indiana's occupant protection laws by prioritizing drivers and passengers who were not properly restrained.

One hundred and three participating agencies dedicated 35,453 enforcement hours to CITLI efforts in FFY 2025, resulting in 92,960 written contacts statewide. Officers issued 8,616 seat belt citations, underscoring the initiative's core objective: increasing compliance with Indiana's restraint laws. While seat belt enforcement remained the primary focus, officers also encountered other high-risk behaviors that frequently coincide with unrestrained driving. These included 543 driving under the influence (DUI) arrests, 1,354 hands-free violations, 12,455 speeding citations, and 27,397 speeding warnings, reflecting the variety of unsafe behaviors often present in serious roadway crashes.

CITLI enforcement efforts reinforced occupant protection as the central component of reducing injury severity on Indiana roadways, particularly in areas where restraint use remains inconsistent.

Impaired Driving Programs (Alcohol and Drugs)

Driving Under the Influence Task Force (DUIF)

Planned Activity Number: ENF_AL-2025-01-00-22

Funding Source: 164 Funds

Linked PMTs: C-1, C-3, C-5, C-6, C-9, & C-10

In FFY 2025, Indiana's Driving Under the Influence Task Force (DUIF) continued to focus on high-visibility impaired driving enforcement to reduce alcohol- and drug-related crashes. Agencies deployed targeted patrols during peak impaired driving periods and utilized Standardized Field Sobriety Testing (SFST) to identify impaired drivers through roadside stops. Checkpoints and saturation patrols were also used in locations with documented impaired driving risk, enhancing the visibility of enforcement and deterrence.

DUITF officers worked 17,259 enforcement hours during FFY 2025, resulting in 31,653 total written contacts. These efforts led to 1,306 DUI arrests, reflecting the program's focus on identifying and removing impaired drivers from the roadway. While impaired driving enforcement remained the central objective, officers also encountered other risky driving behaviors associated with severe injuries and fatalities in traffic crashes. During DUITF deployments, officers issued 525 seat belt citations, 117 hands-free violations, and 2,025 speeding citations, supported by 8,286 speeding warnings, capturing dangerous behavior that often coincides with impaired driving.

These enforcement activities reinforced DUITF's role in addressing impaired driving through visibility, deterrence, and consistent enforcement of Indiana's laws surrounding driver impairment.

Impaired Driving Program Management

Planned Activity Number: 164PA-2025-01-00-24, LET_AL-2025-01-00-23

Funding Source: 164 Funds

Linked PMTs: C-1, C-2, C-3, & C-5

During FFY 2025, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects and reviewed subrecipients' program compliance and performance outcomes. The Program Manager, in collaboration with local, state, and community organizations, developed and implemented impaired driving awareness campaigns that promoted enforcement of Indiana's impaired driving laws.

Ignition Interlock Management

Planned Activity Number: II_AL-2025-01-00-25

Funding Source: 164 Funds

Linked PMTs: C-1, C-3, & C-5

An ignition interlock device (IID) prevents a vehicle from starting when a driver's breath alcohol concentration exceeds 0.02%. IIDs are recognized as an effective countermeasure for preventing recidivism among drivers with operating while intoxicated (OWI) convictions. Indiana's Ignition Interlock Management (IIM) program supports the use of these devices as a traffic safety tool by fostering regulatory development and promoting their use within the judicial system.

During FFY 2025, the IIM program worked with ICJI's legal division to assess existing ignition interlock requirements and develop standardized procedures for the installation and removal of IIDs. The program engaged with stakeholders and consulted other states to inform regulatory

development for service centers across Indiana. IIM also collaborated with the Judicial Outreach Liaison (JOL) and Traffic Safety Resource Prosecutors (TSRP) to support judicial education on the value of IIDs as an alternative to suspension of driving privileges. The program emphasizes IIDs as a proven and cost-effective sentencing option for OWI offenders and supports oversight of service centers and technicians through uniform standards and inspections.

In addition to its regulatory and educational functions, the IIM program completed extensive administrative work to support oversight activities. Internal reporting logs documented the following workload completed during FFY 2025:

- More than 220 stakeholder coordination tasks
- Over 120 policy development and program model updates
- More than 90 vendor-related tasks
- Dozens of judicial-education support tasks

These activities supported the administrative framework for ignition interlock oversight, the development of standardized requirements, and expanded judicial awareness regarding the use of IIDs as an enforcement and sentencing tool.

Excise Enforcement Program

Planned Activity Number: ENF-AL-2025-01-00-26

Funding Source: 164 Funds

Linked PMTs: C-1, C-2, C-3, & C-5

The Excise Enforcement Program supported alcohol countermeasure activities carried out by the Indiana State Excise Police (ISEP), the enforcement division of the Indiana Alcohol and Tobacco Commission. Through this grant, the ISEP focused on limiting youth access to alcohol and reducing alcohol-related behaviors that contribute to impaired driving. Program efforts included enforcement activity at licensed establishments, monitoring alcohol sales to individuals under age 21, and addressing violations involving adults who purchased or provided alcohol to minors.

Excise officers utilized compliance checks, undercover operations, and enforcement strategies in areas where alcohol violations were more likely to occur, including commercial and campus environments. These efforts were intended to deter illegal sales, reinforce accountability among permit holders, and reduce the potential for underage consumption to contribute to impaired driving incidents. Officers also engaged with retailers and community partners to increase awareness of Indiana's alcohol laws and shared responsibilities for preventing youth access to alcohol.

Grant funding supported these enforcement activities during FFY 2025, aligning the ISEP's statutory alcohol enforcement responsibilities with statewide traffic safety efforts aimed at reducing impaired driving and alcohol-related harm.

Toxicology Backlog Reduction

Planned Activity Number: M3DA-2025-01-00-67, B3RPTE-2025-01-00-66

Funding Source: 405C

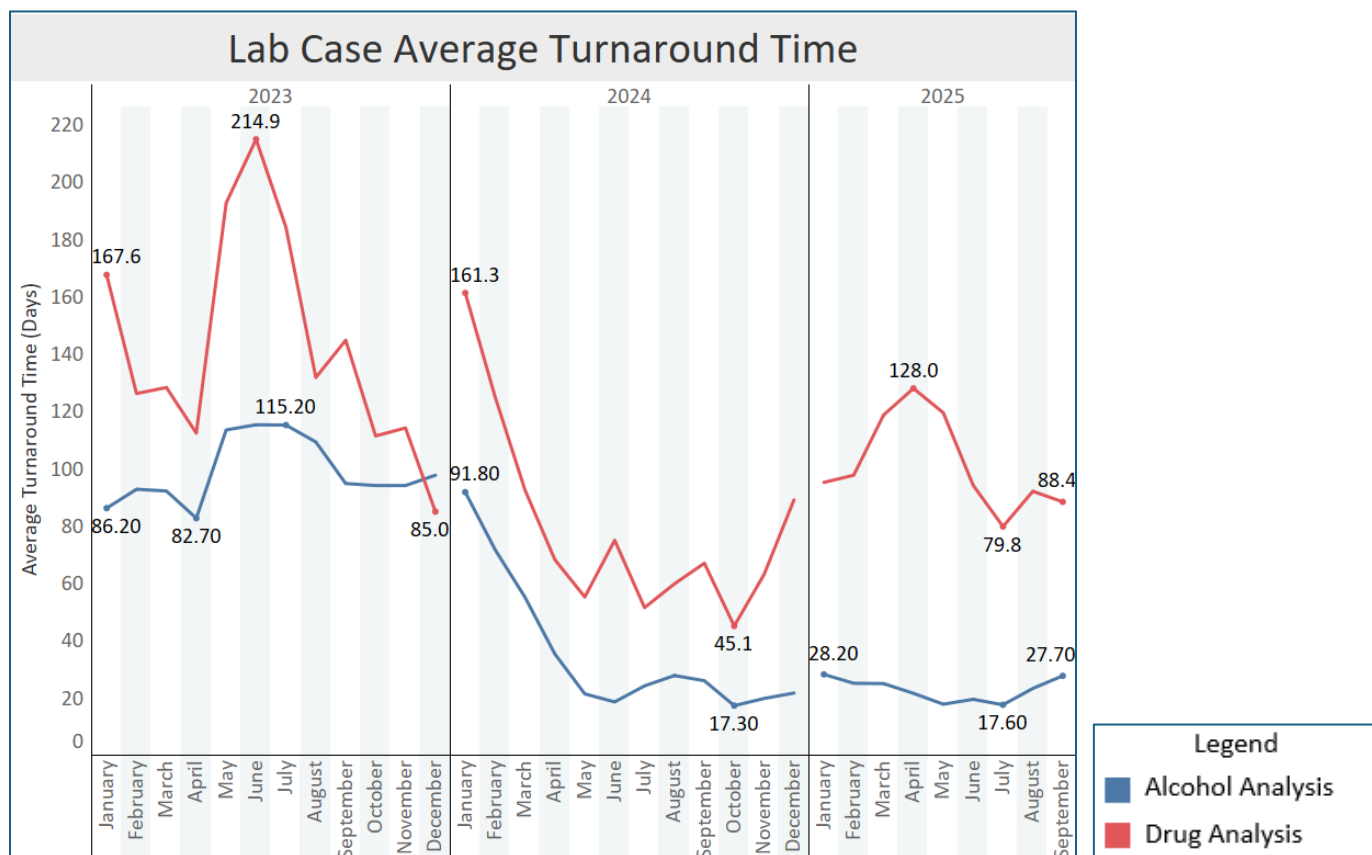
Linked PMTs: C-1, C-3, C-4, & C-5

In FFY 2025, the Toxicology Backlog Reduction project supported timely analysis of traffic-related alcohol and drug cases submitted to the ISDT. The program focused on maintaining manageable turnaround times and on improving laboratory capacity to support impaired-driving enforcement and prosecution.

The ISDT maintained a consistent average turnaround time of approximately 22 days for alcohol submissions, while turnaround for drug submissions improved from 128 days to 88 days between April and September. To support statewide evidence collection, the ISDT distributed over 22,000 blood collection kits to law enforcement, averaging more than 5,500 kits per quarter.

The ISDT also expanded analytical capability during FFY 2025 by adding a cannabinoids confirmation panel and updating the drug screening panel to include additional analytes based on testing trends. These updates strengthened toxicology services and reduced reliance on outsourced drug testing.

Figure 2: Lab case average turnaround time measured in days, sourced from ISDT



Indiana State Police High Visibility Enforcement

Planned Activity Number: PT-2025-01-00-09

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, & C-3

During FFY 2025, the Indiana State Police continued implementation of the Visible Speed Enforcement Teams (VSET) initiative to address speeding and other aggressive driving behaviors on Indiana roadways. VSET deployments provided targeted, high-visibility patrols in areas with documented crash risk, supplementing existing traffic enforcement efforts conducted through CHIRP.

The initiative focused on increasing compliance with speed laws by placing officers in visible locations, monitoring high-travel corridors, and conducting roadside enforcement in areas where excessive speed contributes to severe injuries and fatalities. Troopers used observation, vehicle speed-detection equipment, and impaired-driving screening tools when speed-related violations indicated possible impairment or additional criminal activity. VSET operations continued to support broader traffic enforcement goals by discouraging risky driving behavior, reducing

opportunities for unsafe speeding, and reinforcing roadway safety expectations for motorists across the state.

Through sustained, data-informed, and visible enforcement activity, the VSET program remained an important component of Indiana’s strategy to reduce speed-related crashes and promote safe travel.

On-Site Outreach and Education

Planned Activity Number: EDU_AL-2025-01-00-22, CP-2025-01-00-08

Funding Source: 164 and 402 funds

Linked PMTs: C-1, C-3, & C-5

On-site outreach continued to be one of the most effective ways for Indiana to share traffic safety messages in FFY 2025. The ICJI-TSD, working alongside Alliance Highway Safety, brought hands-on education into schools, sports venues, and common places where people gather.

These initiatives carried forward some of Indiana’s most visible campaigns—Sober Ride Indiana, Drive Sober or Get Pulled Over, Rule the Road, Choices Matter, and “Look Twice, Save a Life”—and transformed them into hands-on experiences for the public. Whether through simulators, impaired-vision goggles, or interactive challenges, participants saw firsthand the impact of dangerous driving decisions.

The reach was broad and balanced. High school tournaments served as a platform for the Click It to Live It campaign, reinforcing the importance of seat belt use. College and minor league sporting events became hubs for impaired driving education, while fairs and festivals gave families and communities of all sizes the chance to engage with interactive booths. Motorcycle-focused gatherings extended the “Look Twice, Save a Life” message, highlighting the shared responsibility of riders and drivers. In all, these efforts spanned 20 high school tournaments, 14 college events, 10 minor league games, 10 fairs and festivals covering 58 days, and 12 motorcycle events, providing traffic safety programming and creating awareness.

Meanwhile, Sober Ride Indiana alone provided more than 32,000 safe rides, blending awareness with action. Sober Ride Indiana is an alternative transportation project designed to educate drivers and pedestrians about the dangers of impaired driving and impaired walking while promoting and providing alternative ways to find a safe ride home. The project was administered during the key holidays, events, and weekends that traditionally show an increase in incidents caused by impaired driving and walking. The dates included Halloween, Thanksgiving, and the holiday season in December through New Year’s Day and the College Football National Championship, which featured Notre Dame.

On-site outreach and education provided varied and impactful opportunities to engage the public, distribute meaningful traffic safety messaging across the state, and ensure that the subject matter resonated with a wide range of audiences. By showing up in classrooms, stadiums, and community spaces, Alliance Highway Safety ensured that safety messages were delivered in ways that resonated with different audiences. A teenager testing the Walk-the-Line challenge, a parent checking a car seat at public safety events, or a rider talking through blind spots at a rally—each interaction represented another step toward safer choices on Indiana’s roads. The combination of education, engagement, and visibility helped thousands of Hoosiers connect safety practices to their daily lives.

Traffic Safety Resource Prosecutor (TSRP)

Planned Activity Number: FDLCS-2025-01-00-85

Funding Source: 405d

Linked PMTs: C-1, C-3, & C-5

In FFY 2025, the Traffic Safety Resource Prosecutor (TSRP) program continued to provide legal training and technical support to prosecutors and law enforcement officers handling traffic safety and impaired driving cases. TSRPs responded to a high volume of requests for legal assistance, including questions related to operating while intoxicated (OWI), evidentiary procedure, license issues, controlled substance cases, and trial strategy. Support also extended to law enforcement, legislators, and other stakeholders seeking clarification on traffic safety laws and emerging impairment issues.

The program delivered training at the Indiana Law Enforcement Academy and at multiple police recruit academies across the state, providing legal instruction on OWI investigations and courtroom testimony. TSRPs also served as faculty for the Law Enforcement Phlebotomy Program and participated in statewide trial advocacy and evidence training opportunities to assist new prosecutors in handling impaired driving cases. Additional activities included participation in traffic safety stakeholder groups, legislative consultation on traffic and impaired driving laws, and ongoing collaboration on issues related to THC-impaired driving.

Through training, legal support, and coordination with statewide partners, the TSRP program strengthened Indiana’s ability to investigate and prosecute impaired driving and related traffic offenses.

Law Enforcement Phlebotomy Program (LEPP)

Planned Activity Number: LET_AL-2025-01-00-27

Funding Source: 164 funds

Linked PMTs: C-1, C-3, & C-5

During FFY 2025, the Law Enforcement Phlebotomy Program (LEPP) continued to expand Indiana's capacity to collect timely and reliable evidentiary blood samples in impaired driving investigations. The program maintained its focus on training law enforcement officers to perform blood draws when impairment is suspected, reducing delays associated with medical facility availability and strengthening chain-of-custody processes.

During the grant year, five training courses were offered, providing certification to 52 newly qualified officers and bringing the program's reach to 33 counties served by trained phlebotomy personnel. Courses were delivered by qualified instructors and provided at no cost to eligible officers. Graduates were trained to obtain blood samples that meet evidentiary standards needed for impaired driving cases, supporting more efficient roadside and investigative practices.

LEPP-trained officers completed 726 blood draws during the grant year, including 222 blood draws conducted on behalf of agencies outside the officer's home jurisdiction, demonstrating the growing statewide utilization of the program. This expansion reflects increased acceptance of LEPP as a reliable resource for conducting evidence-based impaired driving enforcement.

The program continues to provide a direct benefit to impaired-driving investigations by improving access to qualified personnel, strengthening evidence collection procedures, and increasing statewide support for law enforcement agencies that rely on timely toxicology evidence.

Judicial Outreach Liaison (JOL)

Planned Activity Number: FDLCS-2025-01-00-86

Funding Source: 405D Funds

Linked PMTs: C-1, C-2, & C-3

During FFY 2025, the Judicial Outreach Liaison (JOL) continued to support Indiana's judiciary by serving as a resource on traffic safety and impaired driving issues. The JOL provided judicial education related to impaired driving laws, court processes, and sentencing considerations, with a focus on promoting consistent understanding of legal practices across the state.

The JOL collaborated with statewide partners involved in traffic safety initiatives and worked with legal and judicial education organizations to support training opportunities for judges handling impaired driving cases. These partnerships helped facilitate information sharing, encouraged

discussions on emerging traffic safety issues, and supported consistent application of Indiana's traffic and impaired driving laws within the court system.

Through these judicial education efforts, the JOL contributed to broader traffic safety goals by helping to ensure that the judiciary remains informed about laws, evidence standards, and practices related to impaired driving cases.

Drug Recognition Expert (DRE) Training

Planned Activity Number: LET_AL-2025-01-00-28, LET_DG-2025-01-00-01

Funding Source: 405d Funds

Linked PMTs: C-1, & C-3

In FFY 2025, Indiana's Drug Recognition Expert (DRE) program continued to strengthen law enforcement's ability to identify drug-impaired drivers through specialized training and statewide certification efforts. The program supported instruction in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and DRE certification to expand skilled personnel capable of detecting impairment during traffic stops.

Two DRE schools were conducted during the year, resulting in the certification of 32 new DREs and bringing the total number of active DRE officers to 223 statewide. Indiana DREs conducted a record 1,137 drug influence enforcement evaluations, along with 686 training evaluations, representing a 51% increase in enforcement evaluations over the prior year. Multiple categories of drugs were identified in 14% of enforcement evaluations, further demonstrating the value of advanced impairment recognition during roadside investigations.

The program also expanded ARIDE training statewide, providing 31 ARIDE courses attended by 487 officers from 174 agencies, including five prosecutors' offices. Eleven DRE instructors conducted these classes, which served as a primary recruitment pathway for future DRE candidates. In addition, two SFST Instructor Development courses resulted in 73 new SFST instructors, supporting long-term training capacity across the state.

DRE Evaluations and Training Activity, FFY 2025				
Program	FFY23	FFY24	FY25	Current Total
DRE Certifications	31	59	32	122
Total DREs	191	204	223	618
Drug Influence Enforcement Evaluations	646	753	1192	2591
Drug Influence Training Evaluations	459	867	686	2012

ARIDE classes	24	30	31	85
ARIDE trained officers	363	491	487	1341
ARIDE agencies represented	128	142	174	444

Through training expansion and record levels of enforcement evaluations, Indiana’s DRE program continued to enhance law enforcement’s ability to address drug-impaired driving and support safer roadways.

Motorcycle Safety

Motorcycle "Share the Road" Media Campaign

Planned Activity Number: M11MP-2025-01-00-90

Funding Source: 405f funds

Linked PMTs: C-1, C-2, C-3, C-7, C-8, A-5, & IN-1

During FFY 2025, motorcycle safety received heightened attention through a coordinated statewide awareness effort conducted on behalf of the ICJI-TSD. In recognition of Motorcycle Safety Awareness Month, a high-visibility campaign titled “Look Twice, Save a Life” was deployed to reduce motorcycle-involved crashes by increasing driver awareness of vulnerable road users. The campaign focused on counties with historically higher motorcycle crash rates, placing targeted messaging in areas where it was most likely to reach drivers.

Paid media was implemented from May 1, 2025, through May 31, 2025, to maintain a stand-alone message prior to a federally required seat belt enforcement campaign. This outreach included billboards positioned along major routes, gas pump toppers at commercial fueling locations, placement on digital screens at the Indianapolis Motor Speedway, and targeted social media advertising. These efforts generated widespread visibility, resulting in millions of impressions statewide, including an estimated 6.8 million billboard impressions, approximately 18.4 million impressions from gas pump placements, and an additional 68,498 impressions on social media, where 6,540 users actively engaged with campaign content. Messaging across these platforms directed users to an online landing page with educational guidance and safety information on sharing the road with motorcyclists.

The campaign extended beyond media placements through direct outreach at the Indianapolis Motor Speedway, where engagement occurred over multiple event days. Thousands of spectators participated in hands-on activities demonstrating how impairment, inattention, and visibility challenges affect motorcyclist safety. These conversations often included personal accounts from riders and families impacted by motorcycle-related crashes, underscoring the

importance of driver vigilance. Interactive demonstrations reinforced how a single decision, such as looking twice before changing lanes, can prevent a fatal crash.

Through targeted awareness, direct education, and large-scale public visibility, the “Look Twice, Save a Life” campaign advanced Indiana’s efforts to reduce motorcycle-involved crashes by encouraging drivers to actively watch for riders and share the road responsibly.

Motorcycle High Visibility Awareness (MC-HVA)

Planned Activity Number: FDLHVE-2025-00-01-81

Funding Source: 405d funds

Linked PMTs: C-1, C-2, C-3, C-7, C-8, A-5, & IN-1

The Motorcycle High Visibility Awareness (MC-HVA) program is a CHIRP-supported initiative designed to reduce motorcycle-involved crashes by combining enforcement with public awareness and education. MC-HVA focuses on areas with elevated crash risk, including urban corridors with high motorcycle traffic and rural regions where serious injury crashes are more prevalent. Through visible patrols and community engagement, the program reinforces safe operating practices among motorcyclists and increases driver awareness of motorcycles on the roadway.

During FFY 2025, nine law enforcement agencies dedicated 1,137 enforcement hours to motorcycle safety activities, resulting in 698 written contacts through stops that addressed unsafe driving behaviors affecting riders and surrounding motorists. These deployments prioritized violations that contribute to severe motorcycle crashes, such as speeding, impaired driving, and roadway maneuvering practices that endanger motorcyclists. Enforcement presence also served an educational purpose, reinforcing licensing requirements, equipment compliance, and safe riding practices during officer interactions.

MC-HVA continues to integrate enforcement with public messaging to encourage responsible riding, support safe roadway interaction between motorcyclists and motorists, and reduce crash risk in communities where rider exposure and roadway vulnerability remain high.

Pedestrian and Bicyclist Programs

Stop Arm Violation Enforcement (SAVE)

Planned Activity Number: PS-2025-01-00-06

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

During FFY 2025, the Stop Arm Violation Enforcement (SAVE) project continued to address pedestrian safety risks facing schoolchildren during school bus operations. This initiative focused on high-visibility enforcement in locations where school bus stop-arm violations, speeding, and other dangerous driving behaviors had been identified by law enforcement, school officials, and bus drivers. Officers were encouraged to conduct patrols along school bus routes and in school zones to deter unsafe driving and reinforce traffic laws designed to protect child pedestrians.

During FFY 2025, 80 law enforcement agencies worked 12,335 enforcement hours, resulting in 9,496 written contacts during the grant period. Officers issued 645 citations for stop-arm violations, along with 1,672 speeding citations and 3,583 speeding warnings. Additional violations frequently associated with unsafe school-zone driving were also addressed, including 185 seat belt violations and 118 hands-free violations, emphasizing the dangers of both speed and distraction around children and school buses.

By directly enforcing laws in areas where children are most vulnerable, the SAVE project continued to increase compliance with Indiana's school bus safety laws and promote safer travel for students and families on Indiana roadways.

Non-Motorist Safety Program (PED-BIKE)

Planned Activity Number: CP-2025-01-00-04, FDL*PS-2025-01-00-82

Funding Source: 402 & 405d Flex Funds

Linked PMTs: C-1, C-2, C-3, C-4, A-5 & IN-1

In FFY 2025, the ICJI-TSD continued to support projects aimed at protecting pedestrians and bicyclists across Indiana. These efforts remain focused on vulnerable road users in high-risk areas where foot traffic, bicycle travel, and vehicle movement intersect, including commercial districts, university zones, school areas, and densely populated urban corridors.

Grant-funded enforcement and outreach activities encouraged compliance with traffic laws intended to protect non-motorists, while officers emphasized the dangers of behaviors most likely to result in serious injury or death, such as failure to yield, speeding in pedestrian-dense corridors, and distracted driving near crosswalks and bike lanes. These efforts are part of Indiana's commitment to reduce the growing risks faced by pedestrians and bicyclists statewide.

The program also reinforces collaborative work between state and local stakeholders. Through ongoing communication with transportation planners, law enforcement, and community partners, Indiana continues to explore strategies that enhance visibility, encourage safer vehicle speeds, and improve driver awareness around vulnerable road users. These coordinated approaches support safer environments for pedestrians, bicyclists, and roadway users.

Traffic Records Programs

Traffic Records Program Management

Planned Activity Number: M3DA 2025-01-00-64/ promise project/B3TRP2025-01-00-64

Funding Source: 405c funds

Linked PMTs: C-1, C-2, C-3, C-9, C-10, C-11, & A-5

The ICJI-TSD serves as Indiana's State Highway Safety Office and continues to support statewide efforts to collect, analyze, and use traffic records to guide highway safety priorities. Funding for this project supports the coordination and management of traffic data systems that inform decision-making at the national, state, and local levels.

In FFY 2025, project funding supported the work of the Traffic Records Coordinator, who oversaw Indiana's crash records processes, facilitated the State Traffic Records Coordinating Committee (TRCC), and provided oversight to traffic records subrecipients. Responsibilities included supporting electronic crash reporting, improving agency participation in data reporting, and advancing initiatives that enhance the timeliness, accuracy, completeness, integration, and accessibility of Indiana's traffic data systems. These efforts helped ensure that reliable information is available to identify roadway risks and develop strategies that improve highway safety throughout the state.

Traffic Records Research and Analysis of Data

Planned Activity Number: B3RSRCH-2025-01-00-65/M3DA 2025-01-00-65

Funding Source: 405c funds

Linked PMTs: All

In FFY 2025, grant funds continued to support the Indiana University Public Policy Institute (IU-PPI) in providing research and analytical services for the Traffic Safety Division. IU-PPI supported statewide traffic safety initiatives by collecting, analyzing, and publishing crash data used to guide strategic planning, performance measurements, and project development. Its work remained foundational to identifying trends, communicating high-priority concerns, and assisting local and state agencies in addressing problem locations and contributing crash factors.

IU-PPI continued to provide statewide data resources, including reports and statistical tools that assist the ICJI-TSD in responding to public inquiries, media requests, and project planning needs. These reports, published following review by ICJI-TSD and the ICJI Research Division, help inform evidence-based countermeasures and support subrecipients in conducting problem identification for their communities.

Traffic Records Fatality Analysis Reporting System (FARS) Program

Planned Activity Number: M3DA 2025-01-00-66/ promise project/ B3TRP-2025-01-00-67

Funding Source: 405c Funds

Linked PMTs: C-1, C-3, & C-5

FARS is the national system that collects and maintains information on law enforcement reported motor vehicle crashes resulting in roadway fatalities. A FARS-reportable fatality is defined as a death occurring within thirty days of a motor vehicle crash when the fatality is a direct result of the crash. Indiana FARS analysts enter qualified cases into the FARS Records-Based Information Solution (RBIS). Data becomes official once it completes federal quality control review and is released by NHTSA.

During FFY 2025, the Indiana FARS program continued to provide timely and accurate data to support national and state traffic safety initiatives. A significant enhancement this year was the program's expanded access to toxicology records through collaboration with the Indiana State Department of Toxicology. This partnership contributed to improved data completeness, resulting in a reported 95% increase in toxicology results in 2024 and a 73% increase in 2025 within FARS records.

Indiana continued to meet national benchmarks established by NHTSA, achieving 100% timeliness, 95.5% completeness, and 95.5% case quality for all FARS cases reviewed during this period. The availability of accurate toxicology and crash information remains a critical component in assessing impaired driving trends and informing strategies to reduce fatal crashes statewide.

Crash Mapping Program (CMAP) and Secondary Crash Reduction

Planned Activity Number: M3DA-2025-01-00-61

Funding Source: 405c Funds

Linked PMTs: C-1, C-3, & C-5

During FFY 2025, the Crash Mapping Program (CMAP) and Secondary Crash Reduction project continued to support Indiana law enforcement agencies with the use of Unmanned Aerial Systems (UAS) for crash scene documentation. This initiative, led in partnership with Purdue University, focuses on decreasing roadway closure times and improving data quality following serious crashes. CMAP provides training, technical support, and post-processing services to assist agencies in deploying UAS technology according to standardized procedures.

Throughout the year, CMAP expanded its support to law enforcement agencies statewide through training sessions that covered UAS deployment, mission planning, site preparation, and

proper data transfer procedures. Purdue's CMAP team also provided centralized post-processing for crash scene imagery, allowing agencies to obtain timely and accurate digital reconstructions needed for investigative and judicial purposes.

In FFY 2025, the CMAP project processed 192 crash scenes submitted by 36 participating law enforcement agencies across Indiana. These scenes were mapped using high-resolution digital imagery collected through UAS deployment, with reconstruction files delivered to agencies upon completion. The program continues to offer measurable benefits by reducing on-scene time for investigators, facilitating faster roadway clearance, and strengthening crash data accuracy for future safety decision-making.

Center for Road Safety (CRS)

Planned Activity Number: M3DA-2025-01-00-62

Funding Source: 405c funds

Linked PMTs: C-1, C-3, &B-1

During FFY 2025, Purdue University's Center for Road Safety (CRS) continued its partnership with the ICJI-TSD through ongoing seat belt survey operations and research support. CRS designed and managed Indiana's annual observational seat belt survey and trained data collectors assigned to 190 survey sites across the state. The statewide survey resulted in a reported seat belt usage rate of 94.10%, reflecting consistent occupant protection behaviors across Indiana. Detailed survey results can be found in the FFY 2025 Observation Seat Belt Survey section of this report.

In addition to survey administration, CRS continued development of Indiana's Safety Needs Analysis Program (SNAP) roadway screening tool for ICJI-TSD. The ICJI-TSD uses SNAP to evaluate multi-year crash data and provides high-level screening of roadway segments and intersections statewide. Through this system, users can rapidly identify locations with elevated crash frequencies and explore emerging trends, including alcohol-related crashes and vulnerable roadway user crash patterns.

CRS also finalized a focused analysis examining pedestrian crashes and fatalities in Indiana, providing insights into concentrations of high-risk segments and intersections. This work supports broader statewide efforts to reduce crashes involving pedestrians and strengthens the ICJI-TSD's ability to target roadway safety interventions using current and comprehensive data.

FFY 2025 Observational Seat Belt Survey

Indiana's 2025 Observational Seat Belt Survey was conducted from June 1, 2025, through August 1, 2025, across 190 randomized sites statewide. Observations occurred at different times and days of the week, creating a comprehensive and representative measurement of occupant protection behaviors across Indiana. Data collection was completed using an iPad application developed by Purdue University, ensuring timely, accurate, and quality-controlled reporting by the ICJI-TSD field team, which consisted of Law Enforcement Liaisons (LEL) and a Traffic Records Analyst.

According to the finalized data analyzed by Purdue University's CRS, a total of 26,773 belted occupants and 1,436 unbelted occupants were recorded during the study period. Using federally compliant survey methods outlined in 23 CFR § 1340, the 2025 report determined Indiana's statewide seat belt use rate with a standard error of 0.0042, well within the federal requirement for statistical reliability. The analysis produced a 95% confidence interval of 93.2% to 94.9%, with a final rate of 94.1%, demonstrating strong seat belt usage statewide.

This data provides Indiana with more precise insight into unrestrained occupant trends. By identifying demographic patterns, roadway types, and behavioral concerns such as distracting activities observed at the roadside, the ICJI-TSD can continue to adjust enforcement and educational strategies to further strengthen seat belt usage, particularly among demographics most represented in unrestrained crashes.

Breath Testing Enhancement Program

Planned Activity Number: M3DA2025-01-00-63/ B3RPTE-2025-01-00-63

Funding Source: 405c funds

Linked PMTs: C-1, C-3, & C-5

In FFY 2025, grant funding supported the Indiana State Department of Toxicology (ISDT) in improving the accuracy, consistency, and timeliness of Indiana's breath alcohol testing program. This project provided inspection, certification, and service support for breath test instruments used by law enforcement statewide and oversaw the implementation of updated technology designed to strengthen instrument record management and documentation processes.

Throughout the year, ISDT continued conducting inspections and issuing certifications for breath testing instruments in compliance with statutory requirements. In every quarter of FFY 2025, all instruments inspected were completed within the mandatory 180-day inspection cycle. ISDT fulfilled service requests for maintenance needs, such as printer support and dry gas tank replacements, ensuring instruments remained reliable and available for law enforcement use.

- Q1: 182 instruments inspected; 171 certified; 10 service requests completed
- Q2: 206 instruments inspected; 180 certified; 5 service requests completed
- Q3: 199 instruments inspected; 185 certified; 10 service requests completed
- Q4: 201 instruments inspected; 179 certified; 3 service requests completed

The year also involved continued work on the development and deployment of the Breath Alcohol Database (BrAD), ISDT's forthcoming electronic database that will track operator certifications and instrument maintenance records. Throughout FFY 2025, ISDT worked collaboratively with its technology vendor to resolve software challenges, integrate reporting functions, and transition legacy information into the new system. Weekly coordination between ISDT and its technology partners ensured continued progress toward full operational use.

Overall, the Breath Testing Enhancement Program maintained consistent statewide support to ensure breath alcohol instruments remained accurate, operable, and properly certified for evidentiary use, while advancing long-term improvements to electronic record management that will strengthen future program efficiency.

Preventing Roadside Death

Preventing Roadside Death Media Campaign

Planned Activity Number: M12BPE-2025-01-00-92

Funding Source: 405h funds

Linked PMTs: C-1, C-2, & C-3

During FFY 2025, Indiana conducted a statewide public awareness effort aimed at reducing crashes involving roadside workers and emergency responders. The campaign emphasized the legal requirement to move over and slow down for stopped emergency vehicles and roadside personnel, aligning with nationally recognized messaging used to protect responders and workers on U.S. roadways. Education was delivered through a mix of traditional and digital outreach to reinforce safe driving behaviors when approaching workers operating along Indiana's roadways.

Paid media ran during June and included billboard placements in Hancock, Tipton, Boone, Marion, and Allen Counties—areas selected based on population density and notable roadway activity involving roadside or work-zone crashes. These billboards generated an estimated 2.2 million impressions, with additional exposure anticipated through bonus time from vendors. To expand reach beyond these targeted counties, geofenced mobile advertising provided broad statewide coverage and delivered 3,223,142 impressions, prompting 2,794 user click-throughs to

campaign information. Social media outreach further supported the campaign by producing approximately 463,000 impressions, reinforcing the Move Over message through visual content and public education.

Through this combined approach, the Preventing Roadside Deaths campaign increased recognition of Indiana's Move Over Law and encouraged voluntary behavioral change to improve the safety of roadside workers, emergency responders, and utility personnel throughout the state.

Police Traffic Services

Traffic Safety Support

Planned Activity Number: PA-2025-01-00-01

Funding Source: 402 funds

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

This project supports the overall planning and administrative functions of the ICJI-TSD. Funding provides for leadership and support personnel, attendance at required traffic safety meetings and conferences, and essential resources needed to coordinate federally funded highway safety initiatives.

During FFY 2025, the ICJI-TSD staff assisted subrecipients, state and local partners, and the public by providing program guidance and subject matter expertise. Staff responsibilities included overseeing NHTSA-funded projects, supporting grant compliance, ensuring adherence to state and federal requirements, and maintaining documentation necessary for program accountability. These activities helped support consistent statewide implementation of data-driven traffic safety projects and contributed to Indiana's highway safety planning and reporting efforts.

Traffic Safety Travel and Training

Planned Activity Number: PT-2025-01-00-02

Funding Source: 402 funds

Linked PMTs: C-1, C-2, C-3, & C-4

Continued education through travel and training opportunities is crucial to the success and ongoing growth of the ICJI-TSD. FARS Analysts underwent annual training seminars, and program managers attended conferences specified to their designated area. In FFY 2025, the ICJI-TSD sent representatives to the following conferences: Association of Transportation Safety Information Professionals (ATSIP) Conference, National Alliance to Stop Impaired Driving (NASID), Lifesavers

Conference on Roadway Safety, International Association of Chiefs of Police (IACP) Conference, and FARS-System Wide Training. State and federal travel restrictions were imposed as the new administrations' budgetary goals were reviewed, limiting additional travel.

Law Enforcement Liaisons (LEL)

Planned Activity Number: 164PA-2025-01-00-83, PT_2025-01-00-08

Funding Source: 164 and 402 funds

Linked PMTs: C-1, C-2, C-3, C-4, A-5 & IN-1

The ICJI-TSD recognizes active law enforcement involvement as a critical component of reducing serious roadway crashes. NHTSA emphasizes that engagement from police agencies is essential to effective highway safety enforcement, and Indiana supports this work through the use of law enforcement liaisons (LELs). The state maintains a network of seven LELs, including one assigned primarily to impaired driving initiatives, who collectively bring extensive law enforcement experience to highway safety programming.

LELs serve as a direct connection between the ICJI-TSD and local agencies, helping law enforcement integrate traffic safety activities into daily operations. They provide guidance on project requirements, assist agencies with grant-related questions, and support monitoring efforts to ensure compliance with program expectations. LELs also share enforcement tools and training resources during agency meetings and site visits, reinforcing the value of evidence-based countermeasures.

In FFY 2025, LELs continued to support outreach, training, enforcement coordination, and project implementation across the state. Their involvement helped agencies navigate federal grant requirements, identify traffic safety priorities, and strengthen community enforcement strategies.

Projects Not Implemented in FFY 2025: 23 CFR 1300.35 (b)(1)

The ICJI-TDS implemented all FFY 2025 Approved Grant Agreement projects.

Public Participation and Engagement Efforts: 23 CFR 1300.35(b)(2)

Public Participation and Engagement (PP&E) remained part of Indiana's traffic safety framework in FFY 2025. The ICJI-TSD used PP&E to ensure that people who often feel left out of policy discussions—such as young drivers, rural families, non-motorists, and those with limited resources—were represented in meaningful ways. The goal was not just to comply with a

requirement but to create spaces where communities could see themselves in the work of traffic safety and feel that their voices mattered.

The ICJI-TSD's approach emphasized inclusion, collaboration, and transparency. Engagement strategies were shaped around listening to feedback, analyzing data, and then using those insights to adjust programming. The work recognized that education and outreach have the greatest impact when people feel that programs are relevant to their lives and communities.

Highlights from FFY 2025 included:

- **Young drivers and children:** Expanded programs like Choices Matter and the IHSAA Student Leadership Conference engaged thousands of students with first-hand experiences in safe decision-making, directly addressing the age group most disproportionately represented in crashes.
- **Rural communities:** Outreach at local fairs and festivals provided touchpoints for families who often face long travel distances and fewer resources, ensuring access to impaired driving simulators, seat belt demonstrations, and child passenger safety programs.
- **Non-motorists:** Focused messaging on pedestrian, bicycle, and micro-mobility safety was incorporated into community events and social media outreach, helping address risks for those outside of vehicles.
- **Families and caregivers:** Car seat clinics and demonstrations at Traffic Safety Day and other events ensured that caregivers across the state had direct access to safety education and resources.

To support this engagement, the ICJI-TSD expanded its communication channels. Social media campaigns promoted events, highlighted safety facts, and amplified NHTSA-approved messaging, while partnerships with law enforcement and local organizations extended reach into communities. The ICJI Research Traffic Safety Citation Dashboard provides a tool to connect demographic data with crash and citation trends, helping to identify where disparities exist and where resources are most needed.

Events such as the Traffic Safety Day at the Indianapolis Motor Speedway demonstrate what meaningful engagement looks like in action—hundreds of families learning together about impaired driving, seat belt use, child passenger safety, and more. By blending data with feedback and education with interaction, the ICJI-TSD demonstrated that PP&E is not just a formality, but a pathway to fair, effective, and lasting traffic safety programs.

The ICJI-TSD hosted and attended community events across Indiana in FFY 2025 to promote traffic safety education and awareness and collect community feedback.

Young Driver – PP&E

Young drivers continue to represent one of the most vulnerable groups on Indiana’s roadways. Although they make up only a small portion of licensed drivers, their inexperience and tendency toward risky behaviors such as speeding, distracted driving, driving without seat belts, and impaired driving result in a disproportionate number of crashes.

The Rule the Road program remained a central piece of outreach, bringing practical education to schools, sporting events, and community centers across the state. Students were able to take part in activities such as the Rollover Simulator, Seat Belt Convincer, Impaired Driving Go-Kart Course, Virtual Reality Driving Simulator, Tire Change Challenge, and the Walk the Line exercise using Fatal Vision Goggles. These experiences gave young drivers the chance to connect classroom knowledge with hands-on practice, reinforcing safe driving behaviors in a way that traditional instruction alone cannot achieve. Recaps from events showed that students left with a stronger sense of accountability and that parents valued the chance for their teens to see the consequences of dangerous driving in a controlled setting.

The Choices Matter program offered another layer of education, reaching more than 23,500 young drivers statewide in FFY 2025. Speakers such as Ethan Fisher, Chris Sandy, and IndyCar driver Sting Ray Robb shared personal stories that made the consequences of unsafe driving choices real and relatable. These presentations not only resonated with teens in the moment but also encouraged them to carry the message home, influencing peers, siblings, and even parents. Recaps from schools noted that students discussed the presentations afterward, demonstrating that the impact continued well beyond the event itself.

Anonymous survey data collected from nearly 300 young drivers confirmed both the progress and the challenges of behavior-modifying traffic safety programs. The survey recorded 155 respondents indicating they always wear a seat belt, while 47 respondents admitted they rarely or never do. Additionally, 142 respondents reported they never text while driving, but almost 50 acknowledged they still engage in it sometimes. On questions about alcohol, 173 said no amount of drinking is safe before driving, but more than 120 believed one or more drinks could be consumed without harm. Perceptions of enforcement were also mixed. Most believed arrest for impaired driving was likely, but 28 thought it was unlikely or would never happen. These responses demonstrate the value of asking teens directly and using their input to guide outreach.

By blending the skill-based instruction of Rule the Road with the powerful storytelling of Choices Matter, Indiana created multiple opportunities for young drivers to learn and reflect. Just as important, the survey data ensured that student voices were heard and incorporated into program planning. These combined efforts show how the state is investing in youth outreach not as a single program but as a movement to change culture, giving young drivers the knowledge, experience, and responsibility to build a safer future on Indiana’s roads.

Traffic Safety Day 2025

In FFY 2025, Indiana hosted its second annual Traffic Safety Day at the iconic Indianapolis Motor Speedway, in partnership with multiple state and local organizations. Designed to reach young drivers between the ages of 14 and 20 years old, the event combined hands-on instruction, immersive education, and direct engagement with highway safety professionals. High school students from throughout the state were transported to the Speedway to participate in a full day focused on decision-making, risk awareness, and real-world traffic safety scenarios.

The event brought together law enforcement, safety educators, and community partners to demonstrate how safe driving choices directly affect roadway outcomes. The ICJI-TSD personnel—including leadership, FARS analysts, data staff, and LELs—worked alongside agency partners to facilitate activities, answer questions, and gather meaningful feedback from both students and their caregivers. The program also featured appearances by professional IndyCar drivers, who shared their perspectives on training, awareness, and responsibility behind the wheel, underscoring how even elite drivers follow strict safety practices on and off the track.

Participating agencies included the Indiana Bureau of Motor Vehicles, Indiana Department of Transportation, Indiana State Police, Automotive Safety Program, Impact Teen Drivers, Safe Kids, Mothers Against Drunk Driving, and Speedway emergency services. Within the Indianapolis Motor Speedway's Rule the Road activity space, attendees rotated through stations that demonstrated impaired driving risks, safe passing and roundabout navigation, vehicle control, and occupant protection. The ICJI-TSD representatives held in-person conversations with participants to gather perspectives on driving challenges, barriers to safe behavior, and areas where youth feel they need more training.

Accessibility remained a priority for the event. Although certain driving experiences required full vision or mobility, other elements were intentionally designed to include participants of all abilities. Survey stations offered options for screen adjustments or assisted reading, and staff were available to provide accommodations to ensure the program was welcoming and barrier-free.

Across the event, young drivers and caregivers expressed strong support for safety education that emphasizes active participation rather than traditional classroom lectures. Many described hands-on demonstrations as more memorable and impactful than online training, especially sessions focused on seat belt use and distracted driving. Participants also recommended expanding practical simulations—including opportunities to experience traffic stops from a law enforcement perspective and enhanced technology demonstrations for driving in poor weather conditions. Parents and students further noted that hearing safety messaging from respected athletes and first responders lent credibility to the information presented and made the lessons feel applicable to real life.

Feedback collected throughout the day reinforced a key message: youth driving programs must address not only what young drivers *know*, but how they *behave* in social situations, particularly around peers and when riding as passengers. These insights are helping the ICJI-TSD tailor future efforts to emphasize decision-making, passenger choices, and seat belt use among teens and young adults.

The success of the second annual Traffic Safety Day highlights the value of combining education, community collaboration, and experiential learning.

Indianapolis 500 - "Rule the Road"

In FFY 2025, the Indiana Traffic Safety Division partnered with Alliance Highway Safety to deliver the Rule the Road program at the Indianapolis Motor Speedway during the 109th Indianapolis 500. Across Carb Day, Legends Day, and Race Day, thousands of attendees engaged with traffic safety demonstrations inside the Fan Midway, making it one of Indiana's highest-impact educational outreach efforts of the year.

The Rule the Road activity space included driving simulators, a rollover demonstration, a seat belt convincer, and the Buckle Up Challenge, each designed to show the consequences of unsafe driving behaviors. A new educational feature, the Wheel of Safety, invited attendees to spin for trivia tied to Indiana's key traffic safety campaigns, including Click It to Live It, "Look Twice Save a Life," Sober Ride Indiana, and Choices Matter. These activities allowed the public to interact with state safety messaging in a hands-on format that resonated with both young drivers and adults.

Throughout the event, the ICJI-TSD personnel worked alongside program partners to speak directly with participants, answer questions, and gather feedback regarding their experiences. Many attendees shared that the impairment goggles, simulator experiences, and rollover demonstrations changed how they view risky driving behavior, particularly around impaired driving. Parents noted that the practical demonstrations helped underscore the lessons they try to teach young drivers, especially the need for consistent seat belt use.

Engagement was further strengthened by the appearance of IndyCar driver Sting Ray Robb, who visited the Rule the Road activation to reinforce safe driving reminders and encourage the designation of a sober driver. His participation drew strong attention to the exhibit and helped reinforce the value of the program's messaging to the racing community.

The Indianapolis 500 Rule the Road program demonstrated how experiential learning can elevate public understanding of traffic safety. By combining interactive education, direct engagement with families and young drivers, and collaborative support from state safety programs, the event

successfully delivered roadway safety messaging to a broad and diverse audience at one of Indiana's largest public gatherings.

Child Passenger Safety - PP&E

The FFY2024-26 3HSP identified various data-driven issues for the Child Passenger Safety (CPS) target demographic. Young children remained at risk of serious injury or death due to improper child restraint usage or a lack of a proper child restraint. When analyzing the populations impacted, the ICJI-TSD identified language barriers due to undiversified resources (affecting populations including Spanish-speakers, Haitian Creole, Burmese, etc.) and the need for program expansion to low-income areas as issues to address in the child passenger safety program development. These issues informed the ICJI-TSD's approach to community engagement activities for car seat distribution events. The ICJI-TSD also partnered with ASP to host the annual Indiana Child Passenger Safety Conference and expand outreach across the state.

Automotive Safety's Child Passenger Safety Conference 2025

In May of FFY 2025, the statewide Child Passenger Safety Conference was held at Ivy Tech Community College in Indianapolis. The event included CPST recertification training and a public child-seat clinic designed to assist families in need of car seat guidance. The clinic's goal was to ensure every child passenger traveled safely by offering one-on-one assistance, proper installation checks, and access to compliant child restraint systems for communities with limited resources.

The clinic was open to all Indiana residents and was located within an easily accessible community in Marion County. It was scheduled at times to accommodate working caregivers, and outreach was conducted widely to reach families from multiple zip codes. Recognizing the diverse population served, materials and instruction were made available in multiple languages, and certified CPSTs were on site to provide guidance, distribute restraints where needed, and walk caregivers through installation procedures.

The conference also included opportunities for feedback and community input. Caregivers and attendees were encouraged to provide suggestions, share concerns about child restraint access and use, and comment on barriers such as language or scheduling that might limit participation. Based on that feedback, the ICJI-TSD is exploring the creation of a new statewide outreach role aimed at increasing access for non-English-speaking and underserved populations. In future cycles, the ICJI-TSD plans to expand regional survey efforts and offer additional classes designed around language, community needs, and scheduling flexibility.

Outside the main conference and clinic, the program continued outreach through multiple community events including health fairs, back-to-school activities, regional safety fairs, and locally organized car seat classes. This broad engagement helps ensure that child passenger safety education remains accessible across Indiana, and that families have ongoing opportunities to receive hands-on support, resources, and expert guidance—regardless of language, income level, or location.

Non-Motorists – PP&E

Within the FFY2024-26 3HSP, non-motorists are identified as one of the highest-risk roadway populations in Indiana. Pedestrians, bicyclists, and other vulnerable road users continue to make up a significant share of the state’s fatal and serious injury crashes, especially in busy urban areas where heavy traffic, complex intersections, and speed contribute to elevated risk. Local responses, including restrictions on right-turn-on-red movements in parts of downtown Indianapolis, reflect the increasing need for roadway designs and traffic behaviors that prioritize the safety of people traveling outside vehicles. The ICJI-TSD recognized that protecting non-motorists requires both infrastructure improvements and behavioral change from motorists who share the road.

As part of behavioral safety efforts that indirectly protect pedestrians and bicyclists, statewide impaired-driving initiatives continued to emphasize alternatives to driving under the influence. These programs, implemented during high-risk periods such as holidays, athletic events, and large festivals, helped reduce impaired drivers on the roadway by offering accessible rideshare transportation options. At events such as the Indianapolis 500 and community festivals, many attendees shared personal experiences involving impaired driving and expressed appreciation for having safe transportation choices. These conversations reinforced the program’s value in keeping both drivers and non-motorists safer in environments where alcohol consumption is common.

Public engagement also served as an important tool for assessing vulnerable road user needs. The ICJI-TSD personnel attended open community meetings hosted by the Marion County City-County Council in Indianapolis to listen directly to residents about pedestrian and bicyclist safety concerns in areas with elevated crash risks. Community members expressed priorities such as improved lighting, redesigned walking paths, enhanced sidewalk access, and roadway features that slow vehicular traffic. These discussions highlighted the importance of focusing safety efforts not only on driver behavior but also on roadway design that protects people traveling on foot or by bike.

Feedback gathered through these initiatives continues to guide Indiana’s approach to vulnerable road user safety. The ICJI-TSD will use stakeholder input, outreach observations, and consultation with local partners to help inform the continued development of programs and educational activities aimed at reducing non-motorist fatalities in high-risk urban areas, including Indianapolis.

Rural Communities - PP&E

In FFY 2025, the ICJI-TSD supported targeted education efforts in rural areas of Indiana to address behaviors contributing to severe roadway crashes, including impairment, distraction, and risky driving among young and inexperienced drivers. Outreach emphasized hands-on learning and community connections to support safer driving habits outside of enforcement settings.

One of the year’s highlighted rural activities was the Rule the Road event in LaGrange, where teen drivers participated in interactive driving stations designed to build real-world decision-making skills. Attendees practiced vehicle maneuvers alongside law enforcement officers, tested impairment effects through simulation activities, and received guidance on navigating common driving situations such as traffic stops and large-truck interactions. This program provided direct engagement with youth in a rural county where access to advanced driver safety experiences is often limited.

Additional outreach in rural communities included Choices Matter educational activities, which emphasized responsible decision-making related to seat belts, impairment, and distracted driving. LELs also participated in local National Night Out events, offering safety resources and opportunities for residents to engage with officers in non-enforcement settings. These efforts supported awareness of highway safety risks in smaller and geographically dispersed communities.

Together, these initiatives strengthened traffic safety messaging in rural areas by pairing education with meaningful community interaction and youth engagement activities.

Evidence-Based Enforcement Program Activities: 23 CFR 1300.35 (b)(3)

In accordance with the requirements of 23 CFR §1300.35(b)(3), the following section provides an overview of Indiana’s evidence-based enforcement activities. This summary highlights how agencies incorporated data analysis and community collaboration to guide enforcement priorities, promote transparency, and recognize disparities in traffic safety outcomes. These practices support informed enforcement policies and procedures by ensuring that decisions are grounded in measurable roadway risks and locally identified safety concerns.

Evidence-Based Enforcement Activities

CHIRP remained Indiana’s primary enforcement initiative in FFY 2025, supporting data-driven traffic safety efforts aimed at reducing fatal and serious-injury crashes. The participating law enforcement agencies used statewide crash data resources, including ARIES and the Crash Facts publications produced by IU-PPI, to identify high-risk roadways, populations, and behaviors within their jurisdictions. Agencies analyzed crash trends, injury severity, and contributing behaviors to guide enforcement activity where it would have the greatest impact on roadway safety.

Weekly FARS updates provided additional details on fatal crash circumstances, locations, and demographic patterns, helping agencies refine enforcement priorities and align local strategies with observed risk. These datasets also supported transparent decision-making and helped agencies recognize disparities, evaluate their own enforcement practices, and respond to local crash concerns using objective evidence.

To further support equitable and consistent enforcement practices, the ICJI-TSD monitored CHIRP subrecipient activities through quarterly reporting of enforcement outcomes and mobilization participation. These reports documented local enforcement outputs and helped identify where adjustments or technical assistance were needed.

In FFY 2025, \$5,445,650.26 in CHIRP funding was awarded to 104 local agencies to support both sustained and high-visibility enforcement activities. This funding supported enforcement of seat belt and child passenger restraint laws, impaired driving statutes, distracted driving laws, and additional violations affecting the safety of pedestrians, bicyclists, and other roadway users. The following table lists the agencies that participated in CHIRP-funded enforcement during FFY 2025.

104 CHIRP Enforcement Participating Agencies in FFY 2025

Allen County Sheriff's Department	Hamilton County Prosecuting Attorney's Office	New Haven Police Department
Angola City Police Department	Hammond Police Department	Newburgh Police Department
Attica Police Department	Hancock County Sheriff's Department	Noble County Sheriff's Department
Bartholomew County Sheriff's Office	Harrison County	North Manchester Police Department
Blackford County Sheriff's Office	Hebron Police Department	North Vernon Police Department
Bloomington Police Department	Hobart Police Department	Orange County Sheriff's Department
Boone County Sheriff's Office	Howard County Sheriff Department	Paoli Police Department
Brown County Sheriff's Department	Huntingburg Police Department	Perry County Sheriff's Office
Brownsburg Police Department	Huntington County Sheriff's Department	Peru Police Department
Cannelton Police Department	Indianapolis Metropolitan Police Department	Putnam County Sheriff's Office
Cass County Sheriff Department	Jasper Police Department	Rensselaer Police Department
Centerville Police Department	Jefferson County Sheriff's Department	Richmond Police Department
City of Batesville	Jennings County Sheriff	Rushville Police Department
City of Gary Police Department	Johnson County Sheriff's Office	Sellersburg Police Department
City of Madison Police Department	Knox County Sheriff's Department	Seymour Police Department
Clay County Sheriff's Office	Kokomo Police Department	Shelby County Sheriff's Department
Clinton County Sheriff	LaPorte County Sheriff's Office	Sullivan County Sheriff's Office
Columbia City Police Department	LaPorte Police Department	Tell City Police Department

Crawfordsville Police Department	Lawrence County Sheriff's Department	Tippecanoe County Sheriff's Office
Cumberland Police Department	Lawrenceburg Police Department	Tipton Police Department
Daviess County Sheriff's Office	Madison County Sheriff's Department	Vanderburgh County Sheriff Office
Decatur County Sheriff Office	Marion Police Department	Vigo County Sheriff's Office
Decatur Police Department	Markle Police Dept	Wabash City Police Department
Delaware County	Marshall County Sheriff Department	Wabash County Sheriff's Department
Dubois County Sheriff Department	Martin County Sheriff's Department	Warren County Sheriff
Elkhart County Sheriff	Merrillville Police Department	Warren Police Department
Evansville Police Department	Miami County Sheriff's Office	Warrick County Sheriff Office
Ferdinand Police Department	Michigan City Police Department	Washington County Sheriff's Department
Fort Wayne Police Department	Mishawaka Police Department	Wayne County Sheriff's Department
Frankfort Police Department	Morgan County Sheriff's Department	Wells County Sheriff's Office
Franklin County Sheriff's Office	Mount Vernon Police Department	White County Sheriff's Office
Gibson County Sheriff's Office	Muncie Police Department	Winchester Police Department
Grant County Sheriff's Dept.	New Albany Police Department	Winfield Police Department
Greene County Sheriff's Department	New Castle Police Department	Winona Lake Police Department
Greensburg Police Department	New Chicago Police Department	

FFY 2025 Enforcement and Citation Information						
Seat Belt	Child Restraint	Misdemeanor DUI	Felony DUI	Drug DUI	Underage Alcohol	Suspended License
9,328	397	1,516	346	397	79	3,768

Speed	Motorcycle Permit/License Violation	Criminal Misdemeanor	Criminal Felony	Texting/Hands-Free Violation	Citation Total	Warning Total
22,697	149	1,875	637	2,127	60,606	136,952

Total Enforcement Activities	Officers Worked	Hours Worked
20,364	20,364	67,597.29

ICJI-TSD Collaboration Examples 1300.35(3)

The ICJI-TSD continued its commitment to strengthening community trust and improving data-driven enforcement through public participation and engagement activities. In FFY 2025, law enforcement agencies supported by the CHIRP program and other traffic safety funding received technical assistance and collaborative training designed to elevate how enforcement decisions are made in partnership with the public. These efforts focused on underserved and overrepresented communities, schools, rural regions, and urban corridors experiencing serious roadway injury trends.

Throughout the year, public engagement activities emphasized listening to community feedback and using local crash data to adapt enforcement strategies. The ICJI-TSD worked alongside organizations such as Hoosier Uplands, local health departments, regional road safety partners, school corporations, and Indiana metropolitan police agencies to gather qualitative and quantitative input on risky driving behaviors, pedestrian safety, and child passenger restraint needs.

Educational Partnerships and Community Engagement with Youth

Young drivers remain a priority audience due to continued overrepresentation in serious crashes. Through partnerships with multiple high schools, students participated in interactive traffic safety education, hands-on vehicle safety demonstrations, and pre- and post-surveys aimed at measuring changes in their perceptions of speeding, seat belt use, and impaired driving.

These efforts included:

- South Adams High School, where students received education on occupant protection and completed surveys that documented attitudes toward risky driving.
- Fremont High School and Angola High School, where community response activities helped law enforcement identify concerns about speeding and young driver behaviors.
- Northwestern High School and Norwell High School, where seat belt and speeding surveys were paired with officer-led educational activities to reinforce enforcement and community collaboration.

These youth-focused initiatives not only strengthened community engagement but also generated valuable baseline opinions to support future strategies at both the law enforcement and outreach levels.

Law Enforcement Liaison Engagement Support

Throughout FFY 2025, the ICJI-TSD and LELs worked directly with agencies across Indiana to strengthen community engagement and reinforce the connection between enforcement and public safety education. LELs regularly joined local officers at events in their regions, helping agencies communicate traffic safety priorities, answer questions from residents, and listen to community concerns about roadway risk.

LELs participated in a broad range of activities during the year, including community meetings, back-to-school events, college sporting events, local high school programs, National Night Out Against Crime, and Law Enforcement Citizen Academy sessions. They also supported larger statewide efforts such as Indiana Traffic Safety Day 2025, traffic safety outreach at the Indiana State Fair “Rule the Road” exhibit, and impaired- and distracted-driving education at the Indianapolis Brickyard and other statewide “Rule the Road” events. In addition, LELs were present for meetings such as Marion County Fatal Crash Review Board sessions and the Governor’s Highway Safety Association (GHSA) Conference in Indianapolis, providing a traffic-safety enforcement perspective in broader policy and planning discussions.

At these events, LELs and local officers provided specialized education on impaired driving, seat belt use, child passenger safety, distracted driving, speeding, and pedestrian and bicyclist safety. They interacted with youth, adults, and older drivers, sharing resources, offering practical guidance, and helping explain how traffic laws and enforcement strategies are tied to reducing serious injuries and fatalities on Indiana roads.

Residents used these opportunities to describe concerns such as speeding through neighborhoods, risky behaviors among young drivers, and challenges faced by older motorists at complex intersections and roundabouts. This feedback, combined with law enforcement observations, continues to inform how the ICJI-TSD and its partners shape future outreach, education, and enforcement priorities so that activities better reflect the needs and expectations of communities statewide.

Law Enforcement – Community Collaboration Events

In FFY 2025, law enforcement agencies across Indiana continued to support community-focused outreach efforts designed to strengthen relationships between officers and the public they serve. Agencies participated in community events, collaborated with local organizations, and provided education and safety resources in areas identified as benefiting from increased engagement, including underserved and high-risk communities. These efforts emphasized accessibility, visibility, and public trust as integral components of traffic safety.

Within Indianapolis, the Indianapolis Metropolitan Police Department (IMPD) continued its focus on community partnership through the Community Engagement and Outreach Bureau, which works to foster positive interactions between officers and residents. Initiatives include recreational programming, youth engagement, and community support activities that encourage relationship-building outside of enforcement settings.

Examples of community-based engagement activities conducted by agencies statewide include:

- Gang Resistance Education and Training (GREAT) camp
- Indy Police Athletics & Activities League
- Partnerships with the Indy Public Safety Foundation
- National Night Out Against Crime

In addition to these programs, departments throughout Indiana participated in community safety activities such as car seat inspections, school-based education sessions, resource distribution at local events, and programs like “Shop with Cop” and “Coffee with a Cop.”

These efforts supported communication, public trust, and awareness of safety resources at the local level.

Rural Engagement and Public Feedback Activities

In rural regions, the ICJI-TSD worked with county leadership and local organizations to connect enforcement strategies with ongoing community safety needs. These engagements included:

- Hoosier Uplands outreach, where young drivers and families shared feedback on distraction, seat belt use, and impaired driving perceptions.
- Safe Kids Day events in Lake, La Porte, and Starke Counties, where child passenger safety education was paired with law enforcement visibility. These events also produced localized insight into compliance challenges and seat belt behavior among diverse populations.

The involvement of law enforcement in these rural settings contributed to increased awareness of roadway risk, particularly in areas with limited access to transportation resources and behavioral safety programs.

Partnership with Child Passenger Safety Practitioners

Law enforcement agencies collaborated with statewide Child Passenger Safety Specialists during statewide educational clinics, including the CPS Conference Inspection Clinic, where officers worked directly with CPSTs to educate caregivers. These partnerships amplified Project LOVE awareness, giving officers the ability to refer drivers to installation support following traffic stops and direct vulnerable populations toward cost-free child restraint assistance.

Law Enforcement's Role in Roadway Change

In FFY 2025, community engagement extended beyond traditional awareness events to include feedback that directly influenced roadway design decisions. One example centered on a growing hotspot for serious injury and fatal crashes in Marion County. Through participation in the Fatal Crash Review Team and field engagement at W 71st Street & Georgetown Road, law enforcement provided site-specific insight, including observations regarding left-turn risk, school bus traffic, pedestrian behaviors, and cell phone use at the intersection. These inputs supported countermeasure recommendations identified in the Road Safety Audit, including protected left-turn signals, raised medians, new pedestrian push-button hardware, and targeted enforcement for distracted driving. Officer involvement was instrumental in identifying user behaviors, reinforcing the value of enforcement participation in roadway design decisions.

National Mobilization Enforcement: 23 CFR 1300.35 (b)(4)

To meet the reporting requirements of 23 CFR §1300.35(b)(4), the following section documents Indiana's participation in federal highway safety enforcement mobilizations during FFY 2025. Agencies receiving CHIRP funding were expected to take part in national mobilizations such as Safe Family Travel, Distracted Driving, Click It or Ticket, and Drive Sober or Get Pulled Over, and the Indiana State Police joined these efforts as well. Each mobilization coincided with statewide media outreach, and the enforcement totals shown below reflect citation activity submitted by CHIRP-supported agencies during these designated mobilization periods.

Citations During All National Mobilization Enforcement Activities, FFY 2025					
Citations/Activity	IN Blitz 131	IN Blitz 132	IN Blitz 133	IN Blitz 134	Total 2025
Seat Belt	1,885	878	2,812	416	5,991
Child Restraint	100	53	69	32	254
Misdemeanor DUI	85	31	19	128	263
Felony DUI	30	4	9	32	75
Drug DUI	22	11	10	29	72
Underage Alcohol	10	2	1	24	37
Suspended License	235	151	170	97	653
Speed	3,493	1,015	1,268	1,221	6,997
Motorcycle Permit/License Violation	45	7	10	15	77

Criminal Misdemeanor	297	130	115	214	756
Criminal Felony	91	33	29	56	209
Texting/Hands-Free Violation	335	1,295	283	123	2,036
All Others	4,564	1,917	1,690	1,401	9,572
Citation Total	11,192	5,527	6,485	3,788	26,992
Warning Total	11,730	6,925	5,357	5,320	29,332
Total Enforcement Activities	2,341	1,268	1,124	959	5,692
Officers Worked	253	164	135	144	696
Hours Worked	8,482.75	4,442.25	4,188.25	3,728.50	20,841.75

Conclusion

FFY 2025 marked another year of traffic safety accomplishments for ICJI-TSD. Indiana lowered overall traffic-related fatalities by 13.5% and serious bodily injuries by 23.9% since FFY 2024, increased the 2025 Indiana Annual Seat Belt Usage Rate to 94.1%, and expanded enforcement and education alongside public participation and engagement activities. Indiana achieved 79% (11 of 14) of its fiscal year PMTs. These accomplishments line the path towards the goal of zero deaths and reflect the Hoosier commitment to traffic safety. These accomplishments could not have been met without the diligence and hard work of ICJI, law enforcement agencies, state agency partners, community members, and various stakeholders throughout Indiana communities.

List of Acronyms

Advanced Roadside Impaired Driving Enforcement (ARIDE)	Indiana State Department of Toxicology (ISDT)
Association of Transportation Safety Information Professionals (ATSIP)	Indiana State Department of Toxicology (ISDT)
Automated Reporting Information Exchange System (ARIES)	Indiana State Excise Police (ISEP)
Bipartisan Infrastructure Law (BIL)	Indianapolis Metropolitan Police Department (IMPD)
Breath Alcohol Database (BrAD)	Infrastructure Investment and Jobs Act (IIJA)
Center for Road Safety (CRS)	International Association of Chiefs of Police (IACP)
Child Passenger Safety (CPS)	Judicial Outreach Liaison (JOL)
Child Passenger Safety Specialists (CPSS)	Law Enforcement Liaisons (LEL)
Child Passenger Safety Specialists (CPSS)	Law Enforcement Phlebotomy Program (LEPP)
Child Restraint Inspection Stations (CRIS)	Motorcycle High Visibility Awareness (MC-HVA)
Click It to Live It (CITLI)	National Child Passenger Safety Technician (CPST)
Crash Mapping Program (CMAP)	Non-Motorist Safety Program (Ped-Bike)
Driving under the influence (DUI)	Occupant Protection (OP)
Driving Under the Influence Task Force (DUI TF)	Operating while intoxicated (OWI)
Driving Under the Influence Task Force (DUI TF)	Operation Pull Over (OPO)
Drug Recognition Expert (DRE)	Performance Measure Targets (PMT)
Electronic Citation Warning System (eCWS)	Public Participation and Engagement (PP&E)
Fatality Analysis Reporting System (FARS)	Standardized Field Sobriety Testing (SFST)

Federal Fiscal Year (FFY)	Stop Arm Violation Enforcement (SAVE)
Gang Resistance Education and Training (GREAT)	Traffic Safety Division (TSD)
Graduated Driver Licensing (GDL)	Traffic Safety Resource Prosecutor (TSRP)
Ignition Interlock Device (IID)	Train-the-Trainer (TTT)
Impact Teen Drivers (ITD)	Triennial Highway Safety Plan (FFY2024-26 3HSP)
Indiana Criminal Justice Institute (ICJI)	Vehicle Miles Traveled (VMT)
Indiana High School Athletic Association (IHSAA)	Visible Speed Enforcement Teams (VSET)



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