
Fiscal Year 2026 Indiana's Annual Grant Application

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I. Annual Grant Application

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

Indiana's AGA includes four components:

1. Updates to the 3HSP
2. Project and Subrecipient Information
3. Section 405 Grants
4. Certifications and Assurances

II. Updates to Indiana's Triennial Highway Safety Plan

The ICJI-TSD developed programs based upon the information gained in the 3HSP. In accordance with 23 CFR § 1300.12(b)(1)(i), the ICJI-TSD is not adjusting countermeasures. The TSD believes the countermeasure strategies are appropriate because Indiana's crash and fatality rates are decreasing. In addition, the TSD is improving on our traffic safety initiatives to have continued success, especially focusing on young driver education and training.

Based on Indiana's TSD annual report stated, targets C-2, C-9, C-10 and C-11 (serious injuries, Drivers Aged Twenty (20) and Under Involved in Fatal Crashes, Pedestrians fatalities, and Bicyclists fatalities) were not met, however, those areas are being considered in 2026 with a greater emphasis.

III. Project Information and Subrecipient Information

1. Project Name: Traffic Safety Support

Project Description: The ICJI-TSD continues to implement the Traffic Safety Support project through the positions of Traffic Safety Director, Assistant Traffic Safety Director, and portions of the ICJI Fiscal, Legal, and Executive staff assigned to the ICJI-TSD needs. These positions oversee directing and training efforts related to traffic safety programs, grant procedures, communication management, documentation management for invoice processing, and contract management. Because these positions are responsible for multiple NHTSA program areas, salaries are charged to Planning and Administration.

This project supports planning, daily program management operations, and travel expenses to attend federally required professional development workshops, highway safety meetings, training, conferences, and research studies. Prior approval is required for all travel. General office supplies, rent, utilities, IT support, and indirect costs are included in the budget.

In addition, this program will fund the web based Realtime Officer Activity Reporting (ROAR) system. Law enforcement officers working traffic safety projects will submit activity logs in ROAR. Project funds will be used to host ROAR on the Indiana Office of Technology (IOT) servers, print ROAR user manuals, and to train officers and the ICJI-TSD staff.

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): N/A

Federal Funding Source(s): IIJA and IIJA supplemental 402

Amount: \$375,000.00

Match: \$375,000.00

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

GTS Code: PA-2026-01-00-10

Subrecipient(s): ICJI-TSD

Name and Type of Organization: State Government

Eligible Use of Funds: Planning and Administration

Planning and Administration Costs: Yes No **Promised**

Project: Yes No

Countermeasure Strategy: Highway Safety Office Program Management

2. Project Name: Traffic Safety Travel and Training

Project Description: This project enables staff to attend professional development programs or workshops, seat belt surveys, research studies, training, and highway safety-related meetings, workshops, and/or conferences.

This project also reimburses travel costs for other safety professionals to promote or address traffic safety at events in Indiana, such as the fiscal year (FY) 2026 Indiana Traffic Safety Conference. Conference attendees are not charged attendance fees. Conference presentations cover traffic safety focus areas to maximize positive traffic safety outcomes.

Location where the Project is Performed: Statewide
Affected Communities (if applicable): N/A

Federal Funding Source(s): IJJA and IJJA supplemental 402

Amount: \$425,000.00

Match: \$106,250.00

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

GTS Code: CP-2026-01-00-11 (\$300,000.00) OP-2026-01-00-12 (\$125,000.00)

Subrecipient(s): ICJI-TSD, INDOT

Name and Type of Organization: State Government

Eligible Use of Funds: Community Traffic Safety programs and Seat Belt

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Highway Safety Office Program Management

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

Project Description: The ICJI-TSD will continue this project to collect data, promote best practices, and identify strategies to improve education for youths, teens, and adults. Program management responsibilities include monitoring subrecipient compliance and performance and promoting the education and enforcement of occupant protection laws. Funds are used for the salaries, benefits, and travel costs for conferences and training of program managers.

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): N/A

Federal Funding Source(s): IJJA and IJJA supplemental 402

Amount: \$120,000.00

Match: \$27,250.00

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

GTS Code: OP-2026-01-00-06

Subrecipient(s): ICJI-TSD

Name and Type of Organization: State Government

Eligible Use of Funds: Safety Belts

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Highway Safety Office Program Management

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

Project Description: This project is another essential component of occupant protection. Indiana's child passenger restraint laws have resulted in more children being buckled up; however, additional education and training opportunities are required to ensure that children are properly restrained. The

Child Passenger Safety (CPS) Program Management project provides funding for a program manager to coordinate and oversee CPS initiatives throughout the state. All CPS projects collaborate to provide education, resources, and expertise to caregivers to achieve the goal of lowering the number of crash-related injuries and fatalities statewide.

Funding for this project will be used to support the contracting, management, staffing, and training for this program. Currently, Indiana has over 130 child restraint inspection stations. Funding will be provided to increase inspection stations to approximately 150. Twenty-five child passenger safety technician courses are scheduled for FFY26 with an anticipated goal of 320 new child passenger safety technicians. In addition, funding will support salary, benefits, and travel for the program manager. The program manager is responsible for the Child Passenger Safety Training and Distribution Program, Child Passenger Safety Specialists, and Child Passenger Safety Inspection Stations projects. The program manager will monitor subrecipient compliance, promote CPS education, and coordinate and oversee the distribution of child restraints to inspection stations.

Location where the Project is Performed: Statewide
Affected Communities (if applicable): N/A

Federal Funding Source(s): IJA and IJA supplemental 402
Amount: \$160,000.00
Match: \$40,000.00

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

GTS Code: CR-2026-01-00-01

Subrecipient(s): ICJI-TSD

Name and Type of Organization: State Government

Eligible Use of Funds: Child Restraint

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Highway Safety Office Program Management

5. Name: Child Passenger Safety Specialists (CPSS)

Project Description: The ICJI-TSD will continue to fund the CPSS program. The goal of this program is to promote CPS throughout the state and ensure that all Indiana residents receive occupant protection services. Activities will include but are not limited to CPSS salaries, education, educational materials, recruiting, mentoring, CPS conferences, travel fees, mileage to and from courses and inspection station site visits, and educational supplies relevant to the Child Passenger Safety Technician (CPST) curriculum. In addition, heatstroke prevention will be a part of our social posts and education.

The unattended passenger program will focus on social media posts across the state of Indiana through the summer months. The assigned program manager will monitor and oversee this program.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Ages 0-8; Ages 8-15; The affected communities resulted from feedback while conducting the public participation in the 3HSP

Federal Funding Source(s): IJA and IJA supplemental 402

Amount: \$350,000.00

Match: \$87,500.00

Project Agreement Number: Contract: QPA: 79261 3408

GTS Code: CR-2026-01-00-02 (\$200,000.00) UNATTD-2026-01-00-03 (\$150,000.00)

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

Name and Type of Organization: Service Provider

Eligible Use of Funds: Child Restraint and Heatstroke and Unattended Passenger Safety Education

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy Occupant Protection: Community Traffic Safety Programs

6. Project Name: Child Passenger Safety Training and Distribution Program (CPSTD)

Project Description: The ICJI-TSD continues to support the Child Passenger Safety Training and Distribution (CPSTD) project. This project supports statewide training of CPS professionals and child restraint distribution to Child Passenger Safety Inspection Stations (CPSIS). **Each CPSIS is required to have a certified CPST available to provide caregivers with education for proper use and installation of child restraints based on the seat and vehicle manufacturer’s instructions.**

The CPSTD project also entails the Vehicle-Related Heatstroke Prevention Training project. This project provides parents and caregivers with education and resources to avoid vehicle-related heatstroke in children. The project utilizes a public awareness campaign and visual vehicle demonstration targeting caregivers.

Funding for this program includes but is not limited to personnel, benefits, supplies and operating expenses, equipment, travel, and distribution of child restraint systems. Currently, Indiana has over 100 Child Passenger Safety Inspection Stations (CPSIS). Funding provided will be used to increase the number of CPSISs throughout the state with a goal of having an inspection station in each county. **At minimum, twenty-four (24) Child Passenger Safety Technician (CPST) courses will be scheduled and hosted statewide for FFY26. These CPST courses have an anticipated goal of producing at least 240 new CPSTs, two (2) new CPST Instructors, and five (5) new CPST Proxies.** In addition, funding for this program will provide funding to support collaboration with Safe Kids Worldwide. Additional associated project costs include but are not limited to the following: training materials, indirect costs, consultant/contractor fees, in-state and out-of-state travel costs such as car rental, mileage, fuel, airfare, and per diem. Calendar year 2024 Collision Data shows that eighty-eight (88) out of Indiana’s ninety-two (92) counties had at least one (1) crash involving a child between the ages of 0 to 15. Indiana will prioritize getting a CPSIS and inspection events into the top ten (10) urban and rural counties with the highest collisions involving the population stated above. [(equipment described does not meet the definition of 23 CFR 1300.31(d))]

- **Urban-Currently 65 Child Passenger Safety Inspection Stations**
- **Top 10 Urban Counties for Collisions:** Marion, Lake, Allen, St. Joseph, Hamilton, Vanderburgh, Elkhart, Tippecanoe, Hendricks, and Johnson
 - Of those 10 urban counties: **2** have 1 or less CPSIS.
- **Rural/Mixed – Currently 75 Child Passenger Safety Inspection Stations**
- **Top 10 Rural/Mixed Counties for Collisions:** Bartholomew, Howard, Kosciusko, Hancock, Wayne, Grant, Jackson, Morgan, Boone, and Marshall
 - Of those 10 rural/mixed counties: **4** have 1 or less CPSIS.

- **At Risk Population:** Top 10 Urban and Rural Counties for Collisions with children between the ages of 0 and 15 based on 2024 ARIES data.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Ages 0-8; Ages 8-15; The affected communities resulted from feedback while conducting the public participation in the 3HSP. As stated in the 3HSP, in the second year, two programs are now combined to become more effective and efficient.

Federal Funding Source(s): IIJA and IIJA supplemental 405B

Amount: \$750,000.00

Match: \$187,500.00

Project Agreement Number: TSIP-2026-00005

GTS Code: M1CPS-2026-01-00-41

Subrecipient(s): Indiana University

Name and Type of Organization: School/Education

Eligible Use of Funds: High Community CPS Service

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Occupant Protection: Community Traffic Safety Programs

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

Project Description: The ICJI-TSD will continue to support the Teen Traffic Safety and Education project. This project engages and educates the public about the importance of traffic safety. The events will offer education, training, and physical demonstrations on seat belt compliance, occupant protection, alcohol-impaired driving, drug-impaired driving, distracted driving, bicycle and pedestrian safety, teen driver safety, and motorcycle safety.

The project conducts several campaigns, including the following:

- Rule the Road
- Traffic Safety Day
- Choices Matter Program
- Teenage Driving Risks
- Be the Change

These campaigns utilize various tools, including driving simulators, safety belt convincers, Fatal Vision Goggles, drowsy and distracted goggles, activity tools, the Walk-the-Line activity, and ride share services.

Funds will cover travel costs, training materials, personnel, indirect costs, and in-state travel for contractors and trained volunteers to include mileage, car rental, fuel charges, hotel costs, parking fees, tolls, and meals.

Location where the Project is Performed: Statewide

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

Federal Funding Source(s): IIJA and IIJA supplemental 405B Flex, 402, 405D, and 164.

Amount: 4,199,000.00

Match: \$989,000.00

GTS Code: TSP-2026-01-00-09 (402), EDU_AL-2026-01-00-25 (164), M1*TSP-2026-01-00-42 (405B Flex), M1*TSP-2026-01-00-43 (405B Flex), FDL*TSP-2026-01-00-88 (405D)

Subrecipient(s)	Project Agreement Number:
Alliance Sport Marketing LLC (164)	TSIP-2026-00019 \$720,000.00
Alliance Sport Marketing LLC (405d)	TSIP-2026-00019 \$554,000.00
Alliance Sport Marketing LLC (402)	TSIP-2026-00019 \$1,960,000.00
Students Against Destructive Decisions (405b)	TSIP-2026-00017 \$193,911.53
Impact Teen Drivers Fund (405d)	TSIP-2026-00013 \$615,250.00
Mothers Against Drunk Driving (405b)	TSIP-2026-00009 \$61,883.43

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

Eligible Use of Funds: Teen Safety Program; Alcohol Education; High Teen Safety Program; Low Teen Safety Program

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Young Drivers: Community Traffic Safety Programs

8. Project Name: Click It to Live It (CITLI)

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

These funds will support local law enforcement agencies working overtime enforcement hours to help to reduce unrestrained fatalities, enforce speed violations, and increase citations. In addition, funds will also support administrative hours for enforcement planning and reporting purposes. To receive reimbursement, all subrecipients are required to participate in the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed.

Location Where the Project is Performed: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide (contract numbers) in a later amendment to the annual grant application.

Affected Communities (if applicable): Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide (contract numbers) in a later amendment to the annual grant application.

Federal Funding Source(s): IIJA and IIJA supplemental 402

Amount: \$3,900,000.00

Match: \$975,000.00

Project Agreement Number: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.”

GTS Code: OP-2026-01-00-04

Subrecipient(s): Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.”

Name and Type of Organization: Local/County governments

Eligible Use of Funds: Safety Belts

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Occupant Protection: High Visibility Enforcement, Sustained Enforcement

9. Project Name: Stop Arm Violation Enforcement (SAVE)

Project Description: The ICJI-TSD continues to support traffic enforcement services through the Stop Arm Violation Enforcement (SAVE) project. To prevent future stop arm violations, SAVE utilizes enforcement activities in geographical areas with identified problems, including speeding in school zones, motor vehicle crashes involving school buses, and high rates of stop arm violations. Enforcement efforts will be carried out within communities to rigorously enforce school zones and pedestrian traffic laws.

Location Where the Project is Performed: Please refer to attached amendment worksheet "CHIRP subgrantees and contracts." The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application.

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

Federal Funding Source(s): IIJA and IIJA supplemental 402

Amount: \$1,336,000.00

Match: \$334,000.00

Project Agreement Number: Please refer to attached amendment worksheet "CHIRP subgrantees and contracts."

GTS Code: SB-2026-01-00-08

Subrecipient(s): Please refer to attached amendment worksheet "CHIRP subgrantees and contracts."

Name and Type of Organization: Local/County governments

Eligible Use of Funds: Pupil Transportation Safety

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Non-Motorized Safety: Safe Routes to School

10. Project Name: Motorcycle High Visibility Awareness Program

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

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

Location Where the Project is Performed: Please refer to attached amendment worksheet "CHIRP

subgrantees and contracts.”

Affected Communities (if applicable): Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application.

Federal Funding Source(s): IIJA and IIJA supplemental 405D low and 405F

Amount: \$ 109,000 (405D) and \$204,000 (405F)

Match: \$78,250.00

Project Agreement Number: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application

GTS Code: FDLHVE-2026-01-00-85 M11MA-2026-01-01-01

Subrecipient(s): Indiana Bureau of Motor Vehicles \$204,000 (405F), Please refer to attached amendment worksheet CHIRP subgrantees

Name and Type of Organization: Local/County governments

Eligible Use of Funds: Motorcycle Awareness

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Impaired Driving, Motorcycle Safety: High Visibility Enforcement

2024 Motorcycle Crashes by County with a Vehicle				2024 New and Renew Motorcycle Registrations	
County	Count			Counties	Registrations
Adams	8			Adams	1,261
Allen	162			Allen	9,723
Bartholomew	40			Bartholomew	3,101
Blackford	3			Benton	283
Boone	17			Blackford	576
Brown	19			Boone	2,172
Carroll	8			Brown	913
Cass	15			Carroll	1,038
Clark	60			Cass	1,373
Clay	9			Clark	3,503
Clinton	17			Clay	1,134
Crawford	5			Clinton	1,231
Davies	10			Crawford	395
Dearborn	20			Davies	902
Decatur	18			Dearborn	2,161
DeKalb	19			Decatur	1,163
Delaware	43			DeKalb	2,287
Dubois	13			Delaware	2,787
Elkhart	112			Dubois	1,447
Fayette	8			Elkhart	6,176
Floyd	18			Fayette	862
Fountain	7			Floyd	2,181
Franklin	11			Fountain	663
Fulton	13			Franklin	925
Gibson	9			Fulton	914
Grant	37			Gibson	1,318
Greene	13			Grant	2,848
Hamilton	61			Greene	1,402
Hancock	26			Hamilton	7,004
Harrison	21			Hancock	2,970
Hendricks	47			Harrison	1,469
Henry	12			Hendricks	5,395
Howard	32			Henry	1,931
Huntington	23			Howard	3,338
Jackson	31			Huntington	1,724
Jasper	14			Jackson	1,946
Jay	10			Jasper	1,691
Jefferson	5			Jay	895
Jennings	9			Jefferson	1,148
Johnson	56			Jennings	1,325
Knox	14			Johnson	4,966
Kosciusko	23			Knox	1,170
Lagrange	12			Kosciusko	2,995
Lake	155			LaGrange	1,184
Laporte	56			Lake	12,871
Lawrence	27			LaPorte	4,823
Madison	40			Lawrence	1,898
Marion	311			Madison	4,722
Marshall	28			Marion	17,666
Martin	4			Marshall	2,019
Miami	17			Martin	369
Monroe	44			Miami	1,803
Montgomery	12			Monroe	2,764
Morgan	33			Montgomery	1,470
Newton	10			Morgan	3,647
Noble	31			Newton	912
Ohio	6			Noble	2,133
Orange	16			Ohio	285
Owen	10			Orange	800
Parke	11			Owen	1,032
Perry	7			Parke	688
Pike	3			Perry	710
Porter	70			Pike	598
Posey	6			Porter	7,220
Pulaski	6			Posey	1,059
Putnam	14			Pulaski	604
Randolph	7			Putnam	1,473
Ripley	15			Randolph	949
Rush	7			Ripley	1,070
Scott	12			Rush	783
Shelby	32			St. Joseph	6,275
Spencer	6			Scott	1,094
St Joseph	89			Shelby	2,118
Starke	9			Spencer	757
Steuben	20			Starke	1,391
Sullivan	3			Steuben	1,518
Switzerland	6			Sullivan	757
Tippecanoe	77			Switzerland	400
Tipton	5			Tippecanoe	4,405
Union	1			Tipton	692
Vanderburgh	92			Union	228
Vermillion	2			Vanderburgh	4,628
Vigo	66			Vermillion	735
Wabash	22			Vigo	3,273
Warren	2			Wabash	1,578
Warrick	17			Warren	386
Washington	18			Warrick	2,397
Wayne	21			Washington	1,384
Wells	5			Wayne	2,363
White	11			Wells	1,238
Whitley	13			White	1,088
				Whitley	1,721

11. Project Name: Ped-Bike Non-Motorist Safety

Project Description: The ICJI-TSD continues to support traffic enforcement services through the Ped-Bike Non-Motorist Safety project. Activities will include bicycle rodeos for all school grades, as well as community groups, to raise awareness of bicycle safety.

Activities will provide education on safety issues and ensure compliance with traffic laws and regulations related to pedestrians, bicyclists, and other non-motorized roadway users during law enforcement “safety days” and community events. Educational efforts will target both novice and experienced drivers for these vulnerable road users. Funds will also support law enforcement officers’ training, tools, and resources to enforce laws that support safety for pedestrians and bicyclists. To receive reimbursement for supplies, all subrecipients are required to participate in this project and its activities.

Location Where the Project is Performed: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application.

Affected Communities (if applicable): Amish, ages 0-4, ages 7-15. The affected communities resulted from feedback while conducting the public participation in the 3HSP.

Federal Funding Source(s): IJA and IJA supplemental 402

Amount: \$220,000.00

Match: \$55,000.00

Project Agreement Number: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.”

GTS Code: PS-2026-01-00-07

Subrecipient(s): Please refer to attached amendment worksheet CHIRP subgrantees

Name and Type of Organization: Local/County governments

Eligible Use of Funds: Pedestrian/Bicycle Safety

Planning and Administration Costs: Yes No **Promised**

Project: Yes No

Countermeasure strategy Non-Motorized Safety: Integrated Enforcement Strategies

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

Project Description: The ICJI-TSD continues to support the Indiana State Police (ISP) High Visibility Enforcement project. Funding will support the ISP efforts to combat impaired driving and nighttime unrestrained crashes in identified hotspots throughout the state. Driver awareness of enforcement will provide increased general deterrence of impaired driving incidents. ISP troopers conduct saturation patrols to combat impaired driving while enforcing dangerous driving, seat belt, and speed violations. ISP is required to participate in national mobilizations as well as any other activities determined by the ICJI-TSD. The program implements the use of drug recognition experts (DRE) for drug-related impaired enforcement efforts. ISP districts with DREs on staff can allocate specific funding for DRE utilization throughout the grant period.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Please refer to attached amendment worksheet “TSIP subgrantees and contracts.” The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application.

Federal Funding Source(s): IJJA and IJJA supplemental 402
Amount: \$1,400,000.00
Match: \$350,000.00
Project Agreement Number: TSIP-2026-00003
GTS Code: PT-2026-01-00-05
Subrecipient(s): Indiana State Police
Name and Type of Organization: State Government **Eligible**
Use of Funds: Traffic Enforcement Services **Planning and**
Administration Costs: Yes No **Promised Project:** Yes
No
Countermeasure strategy Occupant Protection: Sustained Enforcement

13. Project Name: Impaired Driving Program Management

Project Description: The ICJI-TSD continues to support the Impaired Driving Program. Funding for this project provides funds for the program manager’s salary, benefits, and travel costs to impaired driving-related conferences and training seminars. The program manager will also participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues. In addition, funds will also support shipping costs, supplies, and management for the Impaired Driving Programs.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): State; ages 0-7; ages 7-15; ages 16-20; ages 65 and older; rural communities; The affected communities resulted from feedback while conducting the public participation in the 3HSP.

Federal Funding Source(s): IJJA and IJJA supplemental 164PA
Amount: \$350,000.00
Match: \$0.00
Project Agreement Number: The ICJI-TSD will provide the unique identifier in a later amendment to the annual grant application.
GTS Code: 164PA-2026-01-00-26
Subrecipient(s): ICJI-TSD
Name and Type of Organization: State Government
Eligible Use of Funds: Planning and Administration
Planning and Administration Costs: Yes No
Promised Project: Yes No
Countermeasure strategy Impaired Driving: Highway Safety Office Program Management

14. Project Name: Driving Under the Influence Enforcement (DUIE)

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

This project provides funding for statewide DUIE patrols, DRE callouts, law enforcement phlebotomist (LEP) callouts, and education to the public about DUI-related behavioral changes, and administrative hours for

enforcement planning and reporting purposes. To receive reimbursement, all subrecipients are required to participate in the mandatory NHTSA mobilization periods and sustained enforcement throughout the year as needed.

Location Where the Project is Performed: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application.

Affected Communities (if applicable): Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.” The ICJI-TSD will provide contract numbers in a later amendment to the annual grant application.

Federal Funding Source(s): IIJA and IIJA supplemental 164

Amount: \$1,898,000.00

Match: \$474,500.00

Project Agreement Number: Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.”

GTS Code: ENF_AL-2026-01-00-21

Subrecipient(s): Please refer to attached amendment worksheet “CHIRP subgrantees and contracts.”

Name and Type of Organization: Local/County Governments

Eligible Use of Funds: Alcohol Enforcement **Planning**

and Administration Costs: Yes No **Promised**

Project: Yes No

Countermeasure Strategy Impaired Driving: High Visibility Enforcement, Sustained Enforcement

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

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

Stop Underage Drinking and Sales (SUDS) details are conducted at large events, such as concerts, where underage drinking often occurs. Cops in Shops (CIS) allows officers to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. Intensified College Enforcement (ICE) details are conducted on college campuses throughout the state to increase enforcement and education. Place of Last Drink (POLD) enforcement works with local law enforcement following an alcohol-related crash to determine the place of the last drink. If the last drink was provided by a serving establishment, POLD identifies and enforces laws regarding overserving or serving of alcohol to minors.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): State; under the age of 21.

Federal Funding Source(s): IIJA and IIJA supplemental 405D low

Amount: \$310,000.00

Match: \$77,500.00

Project Agreement Number: TSIP-2026-00008

GTS Code: M6DOT-2026-01-00-82

Subrecipient(s): Indiana State Excise Police

Name and Type of Organization: State Government

Eligible Use of Funds: Alcohol Enforcement **Planning**

and Administration Costs: Yes No **Promised**

Project: Yes No

Countermeasure Strategy Impaired Driving: Integrated Enforcement

16. Project Name: Law Enforcement Liaisons (LEL) Program

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): State; ages 0-7; ages 7-15; ages 16-20; ages 65 and older; persons with limited access to resources/education; rural communities

Federal Funding Source(s): IJJA and IJJA supplemental 405D low Flex

Amount: \$800,000.00

Match: \$200,000.00

Project Agreement Number: QPA: 79261 3038

GTS Code: FDL*PT-2026-01-00-84

Subrecipient(s): Computer Aid Inc

Name and Type of Organization: Service Provider

Eligible Use of Funds: Traffic Enforcement Services

Planning and Administration Costs: Yes No **Promised**

Project: Yes No

Countermeasure Strategy Occupant Protection, Impaired Driving: Community Traffic Safety Programs

17. Project Name: Traffic Safety Resource Prosecutor (TSRP)

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): N/A

Federal Funding Source(s): IJJA and IJJA supplemental 405D

Amount: \$398,000.00

Match: \$99,500.00

Project Agreement Number: The ICJI-TSD will provide the unique identifier in a later amendment to the

annual grant application.

GTS Code: B5CS-2026-01-00-87

Subrecipient(s): Indiana Prosecuting Attorneys Council **Name and Type of Organization:** State Government **Eligible Use of Funds:** Court Support

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Impaired Driving: Prosecutor Training

18. Project Name: Judicial Outreach Liaison (JOL)

Project Description: The ICJI-TSD continues to support Judicial Outreach Liaison (JOL) program. The function of the JOL is to provide information concerning the best practices in traffic safety to the judiciary, including judges, judicial commissioners, clerks, and magistrates. The project will provide funding for the JOL salary, training, and to perform various job duties.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Statewide

Federal Funding Source(s): IJJA and IJJA supplemental 405D mid

Amount: \$50,000.00

Match: \$12,500.00

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

The ICJI-TSD will send the project number in amendment

GTS Code: B6CS-2026-01-00-83

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

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

Use of Funds: Court Support

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Judicial Outreach Liaison

19. Project Name: Drug Recognition Expert (DRE) Training Program

Project Description: The ICJI-TSD continues to support the DRE Training Program. This program funds the DRE, Standardized Field Sobriety Testing (SFST), and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs and the sustained education of Indiana DRE officers.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Statewide

Federal Funding Source(s): IJJA and IJJA supplemental 405D mid

Amount: \$1,200,000.00

Match: \$300,000.00

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

GTS Code: B6PEM-2026-01-00-81

Subrecipient(s): Dedicated Training Resources .

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

Eligible Use of Funds: Court Training

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

20. Project Name: Ignition Interlock Management

Project Description: The ICJI-TSD continues to fund the Ignition Interlock (II) Management Program. This position conducts networking activities and acts as a liaison between the ICJI-TSD, the ICJI legal division, and Ignition Interlock (II) providers and service centers throughout Indiana. The II Program Manager will participate in the development and implementation of a long-term, statewide II program by attending stakeholder meetings, assisting in rule-making processes, and providing direct contact to all II service centers. In addition, the II program manager will coordinate with the ICJI legal team to establish standards and installation and removal procedures of the II devices, and host re-certification courses throughout the state annually. Funding will include salary, benefits, and travel costs associated with the II program. This project does not pay for the II equipment. [(equipment described does not meet the definition of 23 CFR 1300.31(d))]

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Statewide

Federal Funding Source(s): IJJA and IJJA supplemental 164

Amount: \$85,000.00

Match: \$0.00

Project Agreement Number: QPA: 79261 3629

GTS Code: II_AL-2026-01-00-23

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

Name and Type of Organization: Service Provider

Eligible Use of Funds: Ignition Interlock

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Impaired Driving: Ignition Interlock

21. Project Name: Law Enforcement Phlebotomy Program (LEPP)

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

Funding for LEPP will support program management, training and qualifying new law enforcement officers, and re-qualifying officers. In addition, funds for this project will be used for phlebotomy supplies, officer training and lodging, phlebotomy laboratory equipment for drawing blood, program coordinator salary and benefits, classroom and office supplies, medical certifications or recertifications and exams, professional development training and travel, and administrative support. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities. [(equipment described does not meet the definition of 23 CFR 1300.31(d))]

Location where the Project is Performed: Statewide
Affected Communities (if applicable): Statewide

Federal Funding Source(s): IJJA and IJJA supplemental 164
Amount: \$242,000.00
Match: \$0.00
Project Agreement Number: TSIP-2026-00004
GTS Code: LET_AL-2026-01-00-24
Subrecipient(s): Vincennes University (LEPP)
Name and Type of Organization: School/Education
Eligible Use of Funds: Alcohol Law Enforcement Training
Planning and Administration Costs: Yes No
Promised Project: Yes No
Countermeasure Strategy: High Visibility Enforcement

22. Project Name: Toxicology Program

Project Description: The ICJI-TSD continues to support the Indiana State Department of Toxicology (ISDT) improvements in evidentiary breath alcohol testing. This project will staff toxicology turnaround times for impaired driving cases by funding four lab toxicologists. This allows for increased capacity for drug screening, confirmatory tests of samples, and the ongoing study of drug use by category along with backlog processing. In addition, breath alcohol database (BrAD) system is in the second phase. BrAD streamlines the process for inspection and certification of instruments throughout Indiana. The improvements will ensure accuracy, completeness, timeliness, uniformity, and accessibility of breath test instrument service, maintenance, and certification records.

Location where the Project is Performed: Statewide

Affected Communities (if applicable): Alcohol and drug impaired drivers driving on roadways causing crashes and fatalities. The affected communities resulted from feedback while conducting the public participation in the 3HSP.

Federal Funding Source(s): IJJA and IJJA supplemental 405C and 405D

Database: Citation/Adjudication **Attribute:**

Accuracy

Performance Measure: C/A-A-2: The percentage of charge disposition records with no errors in critical data elements. C/A-T-1: The median or mean number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.

Amount: \$45,000.00 (405C) and \$594,000.00 (405D mid)

Match: \$159,750.00

Project Agreement Number: TSIP-2026-00004

GTS Code : M3DA-2026-01-00-64(405C) B6BAC-2026-01-00-86 (405D mid)

Subrecipient(s): Indiana State Department of Toxicology

Name and Type of Organization: State Government

Eligible Use of Funds: Data Program, BAC Testing/Reporting

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: High Visibility Enforcement.

23. Project Name: Traffic Records Program Management

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

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): N/A

Federal Funding Source(s): IJJA and IJJA supplemental 405C

Database: N/A

Attribute: N/A

Performance Measure: Hiring Traffic Record Professionals

Baseline: N/A

Amount: \$125,000.00

Match: \$31,250.00

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

GTS Code: M3DA-2026-01-00-66

Subrecipient(s): ICJI-TSD

Name and Type of Organization: State Government

Eligible Use of Funds: Data Program

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Data Collection and Analysis, Traffic Records Improvement

24. Project Name: Crash Reconstruction Program

Project Description: The ICJI-TSD will continue to fund the Crash Reconstruction Program. This project provides training opportunities and enforcement for law enforcement agencies. Law enforcement can attend crash investigator courses then build a team to properly respond and efficiently document a crash scene by lowering possible exposure of first responders to traffic hazards. This specialized training also provides the tools investigators need to reduce scene processing time, thus reducing the risk of secondary crashes on public highways.

This project seeks to achieve quantitative improvement in the data attributes of accuracy, completeness, timeliness, and uniformity in crash data. The ICJI-TSD plans to see an increase in quantitative improvements over the performance period.

Funding for this project supports the facilitation of crash reconstruction training to expand the number of certified crash reconstruction experts and update crash and vehicle data. Funding includes salaries, fringe benefits, operating expenses, and equipment such as lidars and reconstruction tools including a drag sled and scale, tables equipment with lidars, and reasonable in- and out-of-state travel for attendance and facilitation. [(equipment described does not meet the definition of 23 CFR 1300.31(d))]

Location where the Project is Performed: Statewide

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

Federal Funding Source(s): IJJA and IJJA supplemental 405C

Database: Crash

Attribute: Timeliness

Performance Measure: C-T-1: Improve the median or mean number of days from 2.8 days (a) the crash date to (b) the date the crash report is entered into the database. C-T-2: Improve the percentage of crash reports entered the database by 5 % after the crash. C-A-1: Improve the percentage of crash records by 10% with no errors in critical data elements.

Baseline: The baseline value is currently 3.2 days. The estimated goal is to improve crash scene processing timeliness. The case load even further by 5% in days would only be 3.8 hours so the goal would be 3.0 days if you did 10% it would be 2.8 days in the upcoming year. By utilizing crash, driver, and roadway data, traffic activity hotspots can identify problematic areas. During the period of April 1, 2023, through March 30, 2024, improvements in crash mapping timeliness were achieved, lowering the average turnaround time for cases from 4.3 days to 3.2 days, a 29% decrease. Once the FY 2025 Quarter 3 Program Report becomes available, data findings will be updated for this section.

Date Range	Number of Scenes Processed	Average Turn-around time
FY 25	Q3 Program Report Pending	Q3 Program Report Pending
FY 24	58	3.2 days
FY 23	58	4.3 days

Amount: \$640,000.00

Match: \$160,000.00

GTS Code: M3DA-2026-01-00-62

Subrecipient(s)

Indiana Association of Certified Accident Investigators
Monroe County Crash Team

Project Agreement Number:

TSIP-2026-00001 \$580,750.00
TSIP-2026-00006 \$43,900.00

Name and Type of Organization: Service Provider

Eligible Use of Funds: Data Program

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Traffic Records: Crash Records Improvement

25. Project Name: Center for Road Safety (CRS)

Project Description: The ICJI-TSD will continue to fund the Center for Road Safety (CRS) at Purdue University. This project enhances observational seat belt survey designs and provides training to observers on the correct methods for data collection. The CRS analyzes the raw data collected during the survey and delivers comprehensive seat belt usage rates to the ICJI-TSD. The rates are further broken down by regions, vehicle types, genders, races, roles (i.e., driver or passenger), and road classes. Additionally, the CRS identifies specific population groups and regional areas that offer the best opportunities for rate increases. Through data analysis, the CRS aims to identify emerging trends that can serve as problem indicators for future ICJI-TSD programs. The information is shared publicly on our website to allow access to our partners and shareholders.

By utilizing crash and vehicle data, hotspots of traffic activity can identify problematic areas. During

the period of April 1, 2023, through March 31, 2024, improvements in seat belt usage occurred. The baseline value is zero. TSD plans to see an increase in quantitative improvements over the performance period.

Funding for this project pays for salaries, benefits, indirect costs, travel costs, supplies, equipment, and administrative costs. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities. The assigned program manager will provide oversight and monitoring for this project. [(equipment described does not meet the definition of 23 CFR 1300.31(d)]

Location where the Project is Performed: Statewide
Affected Communities (if applicable): State

Federal Funding Source(s): IJA and IJA supplemental 405C

Database: Roadway—Private Software. Not affiliated with a state database system.

Attribute: Accuracy

Performance Measure: R-A-1. The percentage of all road segment records with no errors in critical data elements. R-U-1.

Baseline: Utilizing a baseline of zero, the TSD's estimated goal is to increase seat belt usage further from the FY 2024 value of 93.6 +/- 0.2% and utilize recorded data for education, engagement, enforcement, data analysis, and media purposes. From FY 2024 to FY 2025, usage reached a milestone increase of 0.4%. Surveys are scheduled to resume across 190 sites Statewide in summer 2025.

Amount: \$300,100.00

Match: \$75,025.00

Project Agreement Number: QPA: 79261 3408

GTS Code: M3DA-2026-01-00-61

Subrecipient(s): Purdue University

Name and Type of Organization: School/Education

Eligible Use of Funds: Data Program

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Occupant Protection, Traffic Records: Traffic Records Improvement

26. **Project Name:** Improving Data Integration

Project Description: The Indiana Office of Court Technology (IOCT), Supreme Court's Office of Judicial Administration (OJA), and local partners work together to improve the quality of vehicle and driver data integration into the electronic Citation Warning System (eCWS), the Central Repository, and ultimately in the statewide court case management system (Odyssey). The integration of driver and vehicle data from Computer Aided Dispatch (CAD) systems and handheld tablets expands the number of technological systems that can import data directly to eCWS. This program not only provides improved data integration but also deploys supplies and/or equipment to sxq2 agencies so they too can import driver and vehicle data directly into the eCWS.

During FY 2024, the achieved goal was implementation of vehicle and driver data integration into the eCWS along with deploying equipment to all law enforcement agencies. For FY 2026, the final integration is to enhance the eCWS program to all motorcycle officers and provide continued software updates for all eCWS users.

Funding for this project pays for salaries, benefits, indirect costs, travel costs, supplies, equipment, and

administrative costs. To receive reimbursement for supplies and/or equipment, all subrecipients are required to participate in this project and its activities. Such equipment consists of Dell 7230 Rugged Tablets, Brother printers, power cords, USB cords, and in-vehicle mounts for the entire motorcycle fleet. The assigned program manager will provide oversight and monitoring for this project. [(equipment described does not meet the definition of 23 CFR 1300.31(d))]

Location where the Project is Performed: Statewide
Affected Communities (if applicable): Statewide

Federal Funding Source(s): IIJA and IIJA supplemental 405C

Database: Citation

Attribute: Integration

Performance Measure: C/A-I-1: The percentage of appropriate records in the eCWS court case management system that were electronically linked from source agencies issuing these citations.

Baseline: The baseline is zero with the goals to implement eCWS program to all motorcycle officers' records by 25%.

DATE AND BASELINE VALUE FOR THE MEASURE: April 1, 2023 – March 31, 2024

Number of Agencies Active in ECWS: 566

Total Number of Citations Submitted: 1,245,656

DATE AND CURRENT VALUE FOR THE MEASURE: April 1, 2024 – March 31, 2025

Number of Agencies Active in ECWS: 580

Total Number of Citations Submitted: 1,292,055

Countermeasure strategy Crash Records Improvement: Traffic Records Improvement

Amount: \$336,000.00

Match: \$84,000.00

Project Agreement Number: TSIP-2026-00024

GTS Code: M3DA-2026-01-00-63

Subrecipient(s): Indiana Office of Court Technology

Name and Type of Organization: State Government

Eligible Use of Funds: Data Program

Planning and Administration Costs: Yes No

Promised Project: Yes No

27. Project Name: Traffic Records Research and Analysis of Data

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

In addition, the ICJI-TSD and its partners utilize other more detailed reports summarizing county-level crash data and other crash variables to provide needed information to subrecipients around the state in planning and implementing effective traffic safety programs. The ICJI-TSD utilizes these reports to (a) identify traffic safety problems at state and local levels, (b) consider alternative strategies to address

these problems, (c) recommend and design effective traffic safety policies, and (d) obtain federal highway safety funding needed to implement programs and enforce existing Indiana traffic safety laws.

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): N/A

Federal Funding Source(s): IJJA and IJJA supplemental 405C

Database: Crash

Attribute: Accuracy

Performance Measure: C-A-1: The percentage of crash records with no errors in critical data elements. C-C-1: The percentage of crash records with no missing critical data elements. C-C-2: The percentage of crash records with no missing data elements.

Baseline: The baseline is zero with goals to increase traffic records by 10%.

Amount: \$200,000.00

Match: \$50,000.00

Project Agreement Number: TSIP-2026-00013

GTS Code: M3DA-2026-01-00-67

Subrecipient(s): Indiana University

Name and Type of Organization: School/Education

Eligible Use of Funds: Data Programs

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure strategy Crash Records Improvement, Traffic Records Improvement

28. Project Name: Traffic Records FARS Program

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

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

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

Location where the Project is Performed: Statewide

Affected Communities (if applicable): N/A

Federal Funding Source(s): IIJA and IIJA supplemental 405C

Database: N/A

Attribute: N/A

Performance Measure: hiring traffic records professionals

Amount: \$125,000.00

Match: \$31,250.00

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

GTS Code: M3DA-2026-01-00-65

Subrecipient(s): ICJI-TSD

Name and Type of Organization: State Government

Eligible Use of Funds: Data Program Traffic Records

Planning and Administration Costs: Yes No

Promised Project: Yes No

Countermeasure Strategy: Crash records improvement traffic records improvement

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Chirp subgrantees and contracts

Click It to Live It (CITLI)	Driving Under the Influence Enforcement (DUIE)	Stop Arm Violation Enforcement (SAVE)	Motorcycle High Visibility Awareness Program	Ped-Bike Non-Motorist Safety	Location	Subrecipient	Unique / Project number	Budget Match Amount	Budget Local Amount
\$ 67,500.00	\$ 15,000.00	\$ 67,500.00			Allen	Allen County Sheriff's Department	CHIRP-2026-00037	\$ 38,250.00	\$ 150,000.00
\$ 30,000.00	\$ 19,000.00	\$ 10,000.00			Angola	Angola City Police Department	CHIRP-2026-00085	\$ 16,963.00	\$ 59,000.00
	\$ 8,000.00	\$ 5,000.00			Attica	Attica Police Department	CHIRP-2026-00113	\$ 3,500.00	\$ 13,000.00
\$ 44,550.00					Bartholomew	Bartholomew County Sheriff's Office	CHIRP-2026-00046	\$ 12,808.13	\$ 44,550.00
\$ 14,000.00	\$ 9,000.00	\$ 14,000.00		\$ 3,000.00	Batesville	Batesville Police Department	CHIRP-2026-00064	\$ 10,500.00	\$ 37,000.00
\$ 17,000.00	\$ 9,000.00	\$ 7,500.00			Blackford	Blackford County Sheriff's Office	CHIRP-2026-00061	\$ 8,375.00	\$ 33,500.00
\$ 4,500.00	\$ 1,500.00	\$ 2,000.00			Bloomfield	Bloomfield School District Police Department	CHIRP-2026-00025	\$ 2,000.00	\$ 8,000.00
\$ 50,000.00	\$ 40,000.00		\$ 10,000.00		Bloomington	Bloomington Police Department	CHIRP-2026-00001	\$ 25,000.00	\$ 100,000.00
\$ 40,000.00	\$ 30,000.00	\$ 50,000.00			Boone	Boone County Sheriff's Office	CHIRP-2026-00003	\$ 34,500.00	\$ 120,000.00
	\$ 16,000.00	\$ 10,750.00			Brown	Brown County Sheriff's Department	CHIRP-2026-00084	\$ 7,500.00	\$ 26,750.00
\$ 65,000.00	\$ 30,000.00	\$ 25,000.00			Brownsburg	Brownsburg Police Department	CHIRP-2026-00034	\$ 34,500.00	\$ 120,000.00
\$ 4,000.00		\$ 4,000.00			Cannelton	Cannelton Police Department	CHIRP-2026-00074	\$ 2,000.00	\$ 8,000.00
\$ 13,960.00					Cass	Cass County Sheriff's Office	CHIRP-2026-00080	\$ 4,000.00	\$ 13,960.00
\$ 7,000.00	\$ 6,000.00	\$ 4,000.00			Centerville	Centerville Police Department	CHIRP-2026-00116	\$ 4,887.50	\$ 17,000.00
\$ 20,000.00			\$ 3,000.00		City	City of Gary Police Department	CHIRP-2026-00108	\$ 6,612.00	\$ 23,000.00
\$ 5,000.00	\$ 5,000.00	\$ 6,000.00			Clay	Clay County Sheriff's Office	CHIRP-2026-00093	\$ 4,000.00	\$ 16,000.00
\$ 6,500.00	\$ 5,000.00	\$ 1,500.00			Clinton	Clinton County Sheriff's Office	CHIRP-2026-00013	\$ 3,000.00	\$ 13,000.00
\$ 7,150.00	\$ 7,000.00	\$ 5,000.00			Columbia	Columbia City Police Department	CHIRP-2026-00060	\$ 5,500.00	\$ 18,150.00
\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	Corydon	Corydon Police Department	CHIRP-2026-00014	\$ 14,375.00	\$ 40,000.00
\$ 9,000.00	\$ 15,000.00	\$ 6,000.00			Crawfordsville	Crawfordsville Police Department	CHIRP-2026-00090	\$ 8,625.00	\$ 30,000.00
\$ 7,150.00		\$ 7,150.00			Cumberland	Cumberland Police Department	CHIRP-2026-00067	\$ 2,860.00	\$ 14,300.00
\$ 17,000.00	\$ 8,000.00	\$ 5,306.00			Davess	Davess County Sheriff's Office	CHIRP-2026-00048	\$ 8,712.98	\$ 30,306.00
\$ 27,000.00	\$ 15,000.00	\$ 10,000.00			Decatur	Decatur County Sheriff's Department	CHIRP-2026-00016	\$ 14,000.00	\$ 52,000.00
\$ 20,000.00	\$ 10,000.00	\$ 7,000.00		\$ 3,000.00	Decatur	Decatur Police Department	CHIRP-2026-00104	\$ 10,000.00	\$ 37,000.00
\$ 80,000.00	\$ 20,000.00	\$ 8,000.00			Delaware	Delaware County Sheriff's Office	CHIRP-2026-00063	\$ 31,050.00	\$ 108,000.00
\$ 5,000.00	\$ 5,000.00				Dubois	Dubois County Sheriff's Office	CHIRP-2026-00092	\$ 2,500.00	\$ 10,000.00
\$ 50,000.00	\$ 20,000.00	\$ 7,000.00		\$ 5,000.00	Elkhart	Elkhart County Sheriff's Office	CHIRP-2026-00005	\$ 23,575.00	\$ 77,000.00
\$ 72,000.00				\$ 20,000.00	Evansville	Evansville Police Department	CHIRP-2026-00011	\$ 23,750.00	\$ 72,000.00
\$ 2,000.00	\$ 2,000.00	\$ 2,000.00			Ferdinand	Ferdinand Police Department	CHIRP-2026-00096	\$ 1,500.00	\$ 6,000.00
\$ 30,450.00	\$ 43,520.00	\$ 59,270.00			Floyd	Floyd County Sheriff's Office	CHIRP-2026-00076	\$ 35,810.00	\$ 133,240.00
\$ 87,312.50	\$ 87,312.50	\$ 35,000.00			Fort	Fort Wayne Police Department	CHIRP-2026-00094	\$ 56,062.00	\$ 209,625.00
\$ 3,490.00	\$ 6,000.00				Frankfort	Frankfort Police Department	CHIRP-2026-00058	\$ 2,650.00	\$ 9,490.00
\$ 30,000.00	\$ 15,000.00	\$ 18,000.00			Franklin	Franklin County Sheriff's Department	CHIRP-2026-00055	\$ 8,512.96	\$ 63,000.00
\$ 40,000.00	\$ 5,000.00	\$ 15,000.00	\$ 1,000.00		Gibson	Gibson County Sheriff's Office	CHIRP-2026-00062	\$ 16,330.00	\$ 61,000.00
\$ 60,000.00	\$ 20,000.00	\$ 33,000.00	\$ 10,000.00		Grant	Grant County Sheriff's Office	CHIRP-2026-00051	\$ 33,825.00	\$ 123,000.00
\$ 9,000.00					Greene	Greene County Sheriff's Department	CHIRP-2026-00017	\$ 2,587.50	\$ 9,000.00
\$ 22,600.00	\$ 7,000.00	\$ 6,000.00			Greensburg	Greensburg Police Department	CHIRP-2026-00088	\$ 8,900.00	\$ 35,600.00
\$ 215,000.00	\$ 60,000.00				Hamilton	Hamilton County Prosecuting Attorney's Office	CHIRP-2026-00057	\$ 100,490.00	\$ 275,000.00
\$ 15,000.00		\$ 15,000.00		\$ 15,000.00	Hammond	Hammond Police Department	CHIRP-2026-00100	\$ 12,938.00	\$ 30,000.00
\$ 5,000.00	\$ 5,000.00	\$ 5,000.00			Hancock	Hancock County Sheriff's Department	CHIRP-2026-00112	\$ 3,750.00	\$ 15,000.00
\$ 13,000.00		\$ 3,500.00			Hanover	Hanover Police Department	CHIRP-2026-00105	\$ 4,375.00	\$ 16,500.00
\$ 7,700.00	\$ 8,800.00	\$ 2,200.00			Harrison	Harrison County Sheriff's Department	CHIRP-2026-00050	\$ 5,200.00	\$ 18,700.00
\$ 10,500.00	\$ 5,000.00	\$ 5,000.00			Hebron	Hebron Police Department	CHIRP-2026-00087	\$ 4,500.00	\$ 20,500.00
\$ 125,000.00	\$ 125,000.00	\$ 80,000.00			Hobart	Hobart Police Department	CHIRP-2026-00018	\$ 94,875.00	\$ 330,000.00
\$ 11,000.00	\$ 13,000.00	\$ 6,000.00		\$ 8,000.00	Howard	Howard County Sheriff's Office	CHIRP-2026-00032	\$ 10,291.35	\$ 30,000.00
\$ 2,000.00	\$ 2,000.00				Huntingburg	Huntingburg Police Department	CHIRP-2026-00069	\$ 1,000.00	\$ 4,000.00
\$ 7,500.00	\$ 7,500.00	\$ 2,000.00			Huntington	Huntington County Sheriff's Office	CHIRP-2026-00115	\$ 4,250.00	\$ 17,000.00
\$ 240,000.00	\$ 175,000.00	\$ 150,000.00	\$ 50,000.00	\$ 20,000.00	Indianapolis	Indianapolis Metropolitan Police Department	CHIRP-2026-00082	\$ 171,727.25	\$ 615,000.00
\$ 5,500.00		\$ 3,300.00			Jasper	Jasper Police Department	CHIRP-2026-00012	\$ 2,200.00	\$ 8,800.00
\$ 6,500.00	\$ 6,500.00	\$ 5,000.00			Jefferson	Jefferson County Sheriff's Office	CHIRP-2026-00026	\$ 5,156.25	\$ 18,000.00
\$ 8,000.00	\$ 5,000.00	\$ 4,000.00			Jennings	Jennings County Sheriff's Office	CHIRP-2026-00110	\$ 4,887.50	\$ 17,000.00
\$ 15,000.00	\$ 10,000.00	\$ 6,000.00			Johnson	Johnson County Sheriff's Office	CHIRP-2026-00075	\$ 8,500.00	\$ 31,000.00
\$ 25,000.00	\$ 10,000.00	\$ 15,000.00			Knox	Knox County Sheriff's Office	CHIRP-2026-00029	\$ 13,125.00	\$ 50,000.00
\$ 15,000.00	\$ 12,000.00	\$ 11,000.00	\$ 2,000.00	\$ 1,500.00	Kokomo	Kokomo Police Department	CHIRP-2026-00039	\$ 10,625.00	\$ 40,000.00
\$ 15,000.00	\$ 7,500.00	\$ 7,500.00			Kosciusko	Kosciusko County Sheriff's Office	CHIRP-2026-00078	\$ 8,000.00	\$ 30,000.00
\$ 60,000.00	\$ 60,000.00				La	La Porte County Sheriff's Office	CHIRP-2026-00066	\$ 33,750.00	\$ 120,000.00
\$ 22,000.00	\$ 15,000.00	\$ 20,000.00			La	La Porte Police Department	CHIRP-2026-00031	\$ 16,387.50	\$ 57,000.00
\$ 2,500.00		\$ 2,500.00			LaFontaine	LaFontaine Town Marshal's Office	CHIRP-2026-00111	\$ 1,250.00	\$ 5,000.00
\$ 14,000.00	\$ 12,000.00	\$ 12,000.00		\$ 15,000.00	Lake	Lake County Sheriff's Department	CHIRP-2026-00070	\$ 15,237.50	\$ 38,000.00
\$ 15,000.00	\$ 7,000.00		\$ 1,500.00		Lawrence	Lawrence County Sheriff's Office	CHIRP-2026-00021	\$ 6,756.25	\$ 23,500.00
\$ 18,000.00	\$ 20,000.00	\$ 13,000.00			Lawrenceburg	Lawrenceburg Police Department	CHIRP-2026-00086	\$ 12,750.00	\$ 51,000.00
\$ 20,000.00	\$ 12,000.00	\$ 2,000.00			Madison	Madison County Sheriff's Department	CHIRP-2026-00024	\$ 8,500.00	\$ 34,000.00
					Marion	Marion County Election Board	CHIRP-2026-00081	\$	\$
\$ 5,000.00	\$ 3,000.00	\$ 3,000.00			Marion	Marion Police Department	CHIRP-2026-00089	\$ 3,200.00	\$ 11,000.00
\$ 2,000.00	\$ 2,000.00				Markle	Markle Police Department	CHIRP-2026-00033	\$ 1,000.00	\$ 4,000.00
\$ 35,000.00	\$ 35,000.00				Marshall	Marshall County Sheriff's Office	CHIRP-2026-00077	\$ 20,125.00	\$ 70,000.00
	\$ 7,500.00	\$ 7,500.00			Martin	Martin County Sheriff's Office	CHIRP-2026-00099	\$ 3,750.00	\$ 15,000.00
\$ 25,000.00		\$ 10,000.00		\$ 2,000.00	Merrillville	Merrillville Police Department	CHIRP-2026-00002	\$ 10,500.00	\$ 35,000.00
\$ 5,000.00		\$ 5,000.00			Miami	Miami County Sheriff's Office	CHIRP-2026-00030	\$ 2,500.00	\$ 10,000.00
\$ 28,000.00	\$ 6,200.00	\$ 4,700.00			Michigan	Michigan City Police Department	CHIRP-2026-00059	\$ 10,725.00	\$ 38,900.00
\$ 3,000.00	\$ 5,000.00	\$ 4,000.00			Milford	Milford Police Department	CHIRP-2026-00045	\$ 3,000.00	\$ 12,000.00
\$ 125,000.00	\$ 40,000.00	\$ 25,000.00	\$ 1,500.00	\$ 3,000.00	Mishawaka	Mishawaka Police Department	CHIRP-2026-00023	\$ 55,917.75	\$ 191,500.00
\$ 40,100.00	\$ 26,000.00	\$ 20,000.00			Morgan	Morgan County Sheriff's Office	CHIRP-2026-00097	\$ 24,750.00	\$ 86,100.00
\$ 20,000.00	\$ 6,000.00	\$ 6,000.00			Mount	Mount Vernon Police Department	CHIRP-2026-00056	\$ 8,800.00	\$ 32,000.00
\$ 80,000.00	\$ 20,000.00	\$ 20,000.00			Muncie	Muncie Police Department	CHIRP-2026-00036	\$ 34,500.00	\$ 120,000.00
\$ 11,900.00				\$ 41,500.00	New	New Albany Police Department	CHIRP-2026-00083	\$ 13,725.00	\$ 11,900.00
\$ 40,000.00	\$ 75,000.00	\$ 30,000.00	\$ 10,000.00	\$ 10,000.00	New	New Castle Police Department	CHIRP-2026-00007	\$ 47,437.50	\$ 155,000.00
\$ 20,000.00	\$ 10,000.00	\$ 10,000.00			New	New Chicago Police Department	CHIRP-2026-00095	\$ 10,000.00	\$ 40,000.00
\$ 19,000.00	\$ 6,000.00	\$ 13,000.00			New	New Haven Police Department	CHIRP-2026-00040	\$ 9,500.00	\$ 38,000.00
\$ 2,496.00					Newburgh	Newburgh Police Department	CHIRP-2026-00114	\$ 624.00	\$ 2,496.00
\$ 10,000.00	\$ 14,000.00	\$ 5,000.00			Noble	Noble County Sheriff's Department	CHIRP-2026-00049	\$ 7,500.00	\$ 29,000.00
\$ 18,122.00	\$ 18,122.00	\$ 9,280.00			North	North Manchester Police Department	CHIRP-2026-00009	\$ 12,006.00	\$ 45,524.00
\$ 15,000.00	\$ 4,000.00	\$ 6,000.00			North	North Vernon Police Department	CHIRP-2026-00072	\$ 7,187.50	\$ 25,000.00
\$ 2,500.00		\$ 1,500.00			Orange	Orange County Sheriff's Department	CHIRP-2026-00042	\$ 1,000.00	\$ 4,000.00
\$ 4,000.00	\$ 2,000.00	\$ 2,000.00			Paoli	Paoli Police Department	CHIRP-2026-00052	\$ 2,000.00	\$ 8,000.00
\$ 12,000.00	\$ 6,250.00	\$ 4,250.00			Perry	Perry County Sheriff's Office	CHIRP-2026-00044	\$ 6,250.00	\$ 22,500.00
\$ 15,000.00	\$ 7,500.00	\$ 7,500.00			Peru	Peru Police Department	CHIRP-2026-00109	\$ 7,875.00	\$ 30,000.00
	\$ 35,000.00	\$ 5,000.00			Pike	Pike County Sheriff's Office	CHIRP-2026-00101	\$ 11,250.00	\$ 40,000.00
					Plymouth	Plymouth Police Department	CHIRP-2026-00028	\$	\$
	\$ 9,000.00	\$ 11,500.00			Putnam	Putnam County Sheriff's Office	CHIRP-2026-00019	\$ 5,000.00	\$ 20,500.00
\$ 4,400.00					Rensselaer	Rensselaer Police Department	CHIRP-2026-00103	\$ 1,100.00	\$ 4,400.00
\$ 20,000.00	\$ 20,000.00	\$ 20,000.00			Richmond	Richmond Police Department	CHIRP-2026-00106	\$ 13,000.00	\$ 60,000.00
\$ 10,000.00					Rushville	Rushville Police Department	CHIRP-2026-00027	\$ 1,700.00	\$ 10,000.00
\$ 80,000.0									

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

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

State: Indiana

Fiscal Year: 2026

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to [FSRS.gov](https://www.fsr.gov) for each sub-grant awarded:

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

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

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

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

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

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

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

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

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

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

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

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

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

Click here to validate form fields and permit signature



 Signature Governor's Representative for Highway Safety

7/31/2025

 Date

James E. Bryan

 Printed name of Governor's Representative for Highway Safety

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

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

State: INDIANA

Fiscal Year: 2026

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

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

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

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at FY26 AGA on page 5-8 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at FY26 AGA on page 8-9; List of all agencies in participating CITLI on the AGA Amendment Worksheet. (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at FY 6 AGA on page 7 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at FY26 AGA on page 7 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

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

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- _____
- Coverage of all passenger motor vehicles;
- _____
- Minimum fine of at least \$25;
- _____
- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

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

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

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

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).
FY26 AGA on page 23-24

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

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

ALL STATES

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

MID-RANGE STATES ONLY

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/26/20 (date). Specifically:

- Annual grant application at _____ (location)
Located within the FY 2025 Indiana's Impaired Driving Strategic Plan, starting on page 5. Attachment D
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
FY 2025 Indiana's Impaired Driving Strategic Plan Page 4. Attachment D
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
FY 2025 Indiana's Impaired Driving Strategic Plan; Attachment D
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

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

HIGH-RANGE STATE ONLY

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

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

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

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

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

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

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

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*

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

- Identify all alcohol-ignition interlock use exceptions.

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

○ *Legal citations:*

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

- Identify all alcohol-ignition interlock use exceptions.

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

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

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

○ *Legal citations:*

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

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

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

- Identify list of alcohol-ignition interlock program use violations;

-
- Identify all alcohol-ignition interlock use exceptions.
-

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

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

[Fill in all blanks.]

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

○ *Legal citation(s):*

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

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

○ *Legal citation(s):*

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

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

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

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

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

DISTRACTED DRIVING AWARENESS GRANT

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

DISTRACTED DRIVING LAW GRANTS

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

o *Legal citations:*

- Prohibition on texting while driving;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from texting ban.

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

o *Legal citations:*

- Prohibition on handheld phone use;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from handheld phone use ban.

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

o *Legal citations:*

- Prohibition on youth cell phone use while driving;

- Definition of covered wireless communication devices;

- Fine for an offense;

- Exemptions from youth cell phone use ban

Prohibition on Viewing Devices While Driving

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

o *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

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

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

Motorcycle Rider Training Course

- o The name and organization of the head of the designated State authority over motorcyclist safety issues is Kevin Garvey is the Commissioner for the Indiana Bureau of Motor Vehicles.

- o The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

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

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- o In the annual grant application at FY26AGA4 05F Page _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

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



Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Indiana Bureau of Motor Vehicles, specifically Ride Safe in Indiana.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at FY26 AGA 405F Page 10-14 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at FY26 AGA 405F Page 10-14 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



Helmet Law

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



Reduction of Fatalities and Crashes Involving Motorcycles

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



Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at 3HSP Page 8, 36, 37 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at FY26 AGA 405F Page 10-14 (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

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

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
 - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

- Use of Fees Collected From Motorcyclists for Motorcycle Programs**
[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):
_____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):
_____.

- Applying as a Data State—
- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

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

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

Driver Education and Driving Safety Courses

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

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

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

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____

- Applying as a documentation State—
- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

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

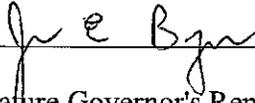
[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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



Signature Governor's Representative for Highway Safety

7/25/25

Date

James E. Bryan

Printed name of Governor's Representative for Highway Safety

405(c) State Traffic Safety Information System Improvements Grant

Grant Application Requirements

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year
 - FY 25 Meetings held on:
 - January 16th, 2025
 - April 24th, 2025
 - June 12th, 2025
- The State has a designated TRCC coordinator
 - **Name:** James Bryan
Title: Traffic Safety Division Director
Agency: Indiana Criminal Justice Institute – Traffic Safety Division
Address: 402 W. Washington Street, Room W469 Indianapolis, Indiana 46204
Phone: (317) 509-2825
Email: JBryan@cji.in.gov
- The State has established a state traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases
 - 2026 Strategic Plan adopted by the TRCC on June 12th, 2025
- Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date with one or more of the significant data program attributes is provided in the annual grant application below and on the following pages.

Progress Report

State: **Indiana**Report Date: **6/25/2025**Submitted by: **Alexandria Palmer****SYSTEM TO BE IMPACTED**

Crash	Driver	Vehicle	Roadway	Citation / Adjudication	EMS / Injury	Other
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PERFORMANCE AREA(S) TO BE IMPACTED

Accuracy	Timeliness	Completeness	Accessibility	Uniformity	Integration	Other
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405(c) State Traffic Safety Information System Improvements Grant

PERFORMANCE MEASURE USED TO TRACK IMPROVEMENT(S)*Narrative Description of the Measure*

Collection of new agencies added & citations submitted to the Indiana Court Information Technology Extranet – Electronic Citation and Warning System (eCWS)

IMPROVEMENT(S) ACHIEVED OR ANTICIPATED*Narrative of the Improvement(s)*

Integration of the ECWS data system, including data related to new agencies, was added alongside an increased number of citations as more agencies switched from paper citations to the online database. This data expansion project is an ongoing collaboration with the Indiana Supreme Court.

Narrative Description of Calculation / Estimation Method

Data was obtained through a request from the ECWS (e-citation) system – Indiana Court Information Technology Extranet

DATE AND BASELINE VALUE FOR THE MEASURE

April 1, 2023 – March 31, 2024

Number of Agencies Active in ECWS: 566

Total Number of Citations Submitted: 1,245,656

DATE AND CURRENT VALUE FOR THE MEASURE

April 1, 2024 – March 31, 2025

Number of Agencies Active in ECWS: 580

Total Number of Citations Submitted: 1,292,055

DOCUMENTATION OF MEASURABLE PROGRESS

405(c) State Data Systems Improvements

The Indiana Criminal Justice Institute – Traffic Safety Division has supported a multitude of enhancements, program expansions, & data improvements to the Indiana Supreme Court citation data system ECWS, alongside equipment distribution & law enforcement training opportunities. These improvements have aided user experience, usability for researchers, increased accessibility, & bridged data integration gaps to create a more uniform citation database system statewide. Some of the enhancements and changes made to the program that contributed to these performance areas were conducted during April 1, 2024, through March 31, 2025, including, but not limited to:

- Increased the number of agencies submitting data

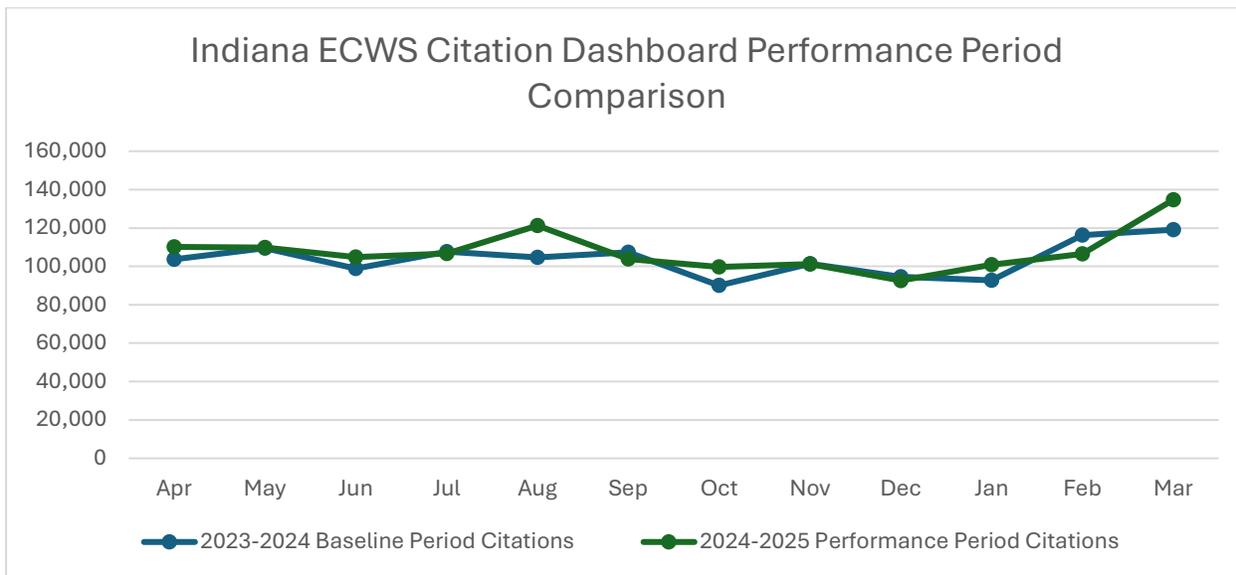
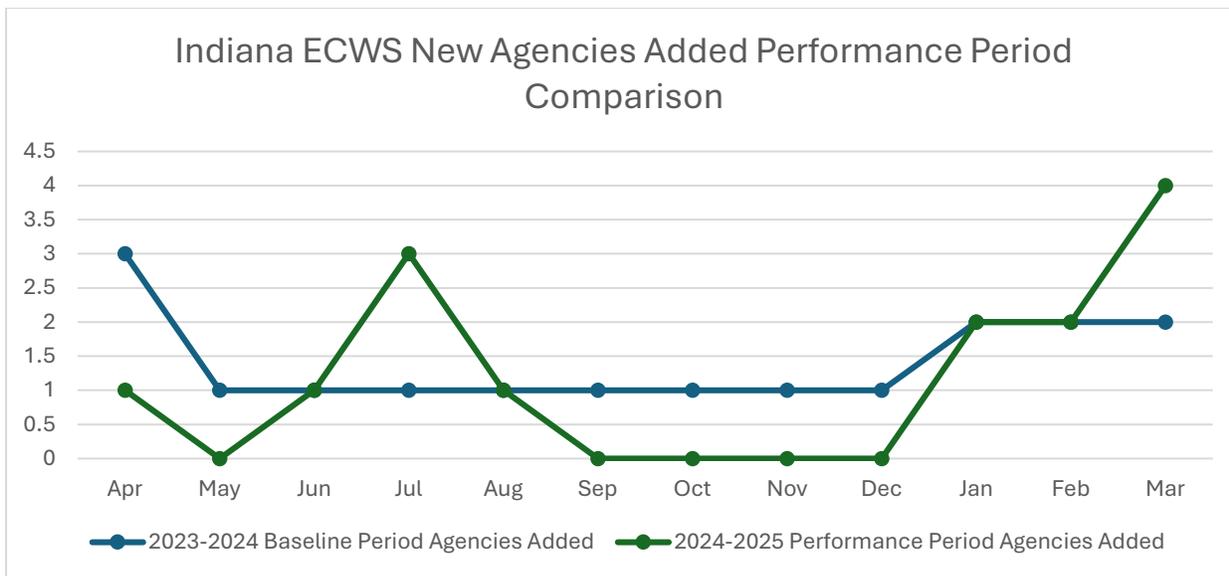
405(c) State Traffic Safety Information System Improvements Grant

- Updated training & education standards for data users
- Integration of newer equipment – PM C-I-1: “The percentage of appropriate records in the citation file that are linked to another system or file”.
- Increased accuracy and completeness as more agencies shift from paper to the ECWS online system.

As a baseline, the ECWS database reported 566 active users between April 1, 2023, and March 31, 2024, with 1,245,656 citations submitted.

2024 – 2025 ECWS Agency Data Usage & Citation Submissions		
Month / Year	# of new Agencies Added	# of Citations Submitted
Apr-24	1	110,214
May-24	0	109,745
Jun-24	1	104,755
Jul-24	3	106,702
Aug-24	1	121,169
Sep-24	0	103,856
Oct-24	0	99,729
Nov-24	0	101,115
Dec-24	0	92,638
Jan-25	2	100,912
Feb-25	2	106,539
Mar-25	4	134,681
Total	14	1,292,055

405(c) State Traffic Safety Information System Improvements Grant



The system has been integrated into most law enforcement agencies across the state of Indiana, and newly added agencies are highly represented by school police departments and enforcement presence at hospitals. The platform is designed for traffic safety professionals, law enforcement agencies, and data analysts. It provides space for citation queries, hotspot pattern location identification of enforcement, grant activity tracking, and monitoring agency-based performance activities. The intended users for this platform include traffic safety research staff, members of the Indiana court system, law enforcement agencies, and other professionals within traffic safety.

405(c) State Traffic Safety Information System Improvements Grant

The core improvement this platform expansion provides is with its data expansion and integration. Building upon the baseline in the period of April 1, 2023, through March 31, 2024, 14 new agencies were added (2.44% growth), and citation submissions increased by 3.7% during April 1, 2024, through March 31, 2025. These increases can be utilized as evidence of ongoing dataset accuracy, integration, data completeness, and accessibility, as more agencies are trained to use the system and evolve from paper-focused reporting. The platform is designed for continuous data integration through law enforcement collaboration with the Indiana court system.

As of March 31, 2025, ECWS contains or interacts with the following data sets:

- Citation, crash, & fatality reporting data, which includes data from integrated systems such as driver, vehicle, lat/long, grant activity, and citation/adjudication (ECWS)
- Office Reports & Collision data (ARIES)
- Grant Funded Officer Activity (OPO Database)
- ICJI-TSD E-Citation Dashboard Tool (ECWS)
- Project LOVE – Car Seat Vouchers (ECWS)
- FARS Database (ARIES / FARS)

2025 Indiana's Impaired Driving

Strategic Plan

**State of Indiana
Governor
Mike Braun**

**Indiana Criminal Justice Institute
Executive Director
Douglas Huntsinger**

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



Executive Summary

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), is the most recent enactment authorizing federal funding for surface transportation programs. Under BIL, states qualify for impaired driving grants based on the state's average impaired driving fatality rate. The rate, which uses the most recently available Fatality Analysis Reporting System (FARS) data, is based on the number of fatalities in alcohol-related motor vehicle crashes for every 100,000,000 vehicle miles traveled. For purposes of this calculation, a crash is considered alcohol-related if it involves at least one driver with a blood alcohol concentration of at least 0.08 percent.

The National Highway Transportation Safety Administration (NHTSA) defines "mid-range state" as one with an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60. Indiana's alcohol impaired driving fatality rate for 2020 – 2022 is 0.308410247, which NHTSA classifies as "mid-range". Due to this classification, Indiana is required to submit a statewide impaired driving plan that was developed by a statewide task force on June 26, 2025.

Indiana Criminal Justice Institute:

The Indiana Criminal Justice Institute (ICJI) serves as the State planning agency for criminal justice, juvenile justice, traffic safety, and victim services. ICJI is designated as the State Administering Agency (SAA) for the distribution of federal funds and as the State Statistical Analysis Center (SSAC) for research.

Using evidence-based decision making, ICJI works to improve the efficiency of the criminal justice system, from emergency response to traffic safety incidents through post-conviction. The agency accomplishes this by bringing together key leaders from the criminal justice system at the state, local, and national levels to identify critical issues facing Indiana. The agency evaluates policies, programs, and legislation designed to address these issues.

ICJI is responsible for coordinating and collaborating with local, state, and federal entities to identify, assess, plan, and evaluate new and emerging issues facing the criminal justice and public safety spectrum. The goal is to enhance, improve, and coordinate all aspects of law enforcement and criminal and juvenile justice.

Through research initiatives, ICJI works to develop new approaches aimed at preventing and reducing crime, reducing traffic fatalities, and enhancing services for crime victims. The purpose of these data compilations is to facilitate the dissemination of decision-makers, providing them with valuable insights and evidence-based strategies to inform effective policies, interventions, and programs.

MISSION: To provide informational and financial resources to state, local, and nonprofit stakeholders so they may serve others throughout the State of Indiana.

VISION: To be the most effective grant administering agency while utilizing data-informed decisions to further the development of Indiana's criminal and juvenile justice systems, traffic safety, and victim services.

Indiana Statewide Impaired Driving Task Force

Pursuant to 23CFR 1300.23(e)(i), the following section describes the authority and basis for the operation of the statewide impaired driving task force. The statutory authority for the task force is under 23 CFR 1300.23 and Indiana Code 9-27-2-5(3).

In June 2025, the ICJI –Traffic Safety Division (TSD) established the Indiana Statewide Impaired Driving Task Force. The task force, led by ICJI-TSD, includes representatives from federal, state, county, and local agencies, along with traffic safety partners and advocates dedicated to making Indiana’s roadways safer. Together, they identify the leading causes of motor vehicle crashes, serious injuries, and fatalities on Indiana’s roadways and take action to save lives using proven education, engineering, enforcement, emergency response, and public policy countermeasures. Members were selected to ensure representation of key stakeholders throughout the state and to encourage a multitude of opinions and perspectives. The complete list of members is provided in the following section.

The working group met on June 26, 2025, with an agenda centered on review of the 2025 Impaired Driving Strategic Plan, statewide impaired driving programs, and efforts. Open discussion fostered genuine opinions on successes and limitations of efforts currently underway, and what the group of experts deemed would elevate those efforts.

A draft version of the Impaired Driving Strategic Plan was provided to each of the Task Force members before the meeting. This allowed members to review the contents of the document, make suggested changes, and provide recommended actions. The chairman of the impaired driving task force is ICJI Traffic Safety Director James Bryan. Suggested changes were incorporated into the document, and the final version was approved by the Impaired Driving Strategic Plan Task Force Group on June 26, 2025. Final and updated versions of the plan were shared with the working group.

Impaired Driving Task Force Members

Indiana Criminal Justice Institute

Name	Title	Organization
Douglas Huntsinger	Executive Director	Indiana Criminal Justice Institute
James Bryan	Traffic Safety Director	Indiana Criminal Justice Institute–Traffic Safety Division
Karrie Cashdollar	Assistant Traffic Safety Director	Indiana Criminal Justice Institute–Traffic Safety Division
Alexandria Palmer	Traffic Safety Records Analyst & Planner	Indiana Criminal Justice Institute–Traffic Safety Division
Michelle Dunn	FARS - Program Coordinator, Research Analyst	Indiana Criminal Justice Institute–Traffic Safety Division
Taylor Cash	FARS - Program Coordinator, Research Analyst	Indiana Criminal Justice Institute–Traffic Safety Division
Courtney Summers	Program Manager	Indiana Criminal Justice Institute–Traffic Safety Division

State and Local Law Enforcement

Name	Title	Organization
Raymond Benn III	1st Sergeant	Indiana State Police
Mike DeHart	Lieutenant	Indianapolis Metropolitan Police Department

Indiana Highway Safety Office

Name	Title	Organization
Christopher Daniels	Traffic Safety Resource Prosecutor	Indiana Prosecuting Attorneys Council

Public Health

Name	Title	Organization
Doctor Christina Beymer	Director	Indiana State Department of Toxicology

Drug Impaired Driving Countermeasures

Name	Title	Organization
Marshall Depew	DRE Coordinator	Dedicated Training Resources LLC - Contractor
Christopher Kirby	Impaired Driving LEL	Indiana Criminal Justice Institute–Traffic Safety Division

Communications and Community Engagement

Name	Title	Organization
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Shelby Thomas	Communications	Indiana Criminal Justice Institute
Jacob Burbrink	Communications	Indiana Criminal Justice Institute

Impaired Driving Initiatives and Strategic Planning

The ICJI-TSD’s impaired driving program efforts are driven by data research, focused on at-risk populations, incorporate Census-focused datasets and science-based planning, and are determined through independent evaluation on success measures. Programs and activities are guided by problem identification and are monitored for effectiveness.

It is the responsibility of the ICJI-TSD to ensure that statewide impaired driving programs activities are implemented as intended and that sufficient funding, staffing, and resources are allocated. The ICJI-TSD and Indiana will continue to advise and consult on impaired driving strategies.

Strategic planning for statewide impaired driving program efforts will incorporate data research and records from sources such as the U.S. Census, FARS, Automated Reporting Information Exchange System (ARIES), and the Indiana Court Information Technology Extranet (Incite ECWS).

Comprehensive communications efforts, led by the ICJI-TSD, in collaboration with other federal, state, and local partners, support high-priority policies and program efforts. These are directed at reducing impaired driving, underage drinking, and the risk of injury or death, while also reducing resulting medical, legal, social, and other costs.

In 2025, the Indiana Statewide Impaired Driving Task Force was created under the ICJI-TSD in a cooperative effort to develop the Impaired Driving Strategic Plan and to foster ongoing statewide impaired driving program efforts.

Impaired Driving Program Management (Project 13 / GTS Code 164PA-2026-01-00-26) The ICJI-TSD continues to support the Impaired Driving Program. Funding for this project provides funds for the program manager’s salary, benefits, and travel costs to impaired driving-related conferences and training seminars. The program manager will also participate in and provide expertise and support to coalitions and partnerships addressing traffic safety issues. In addition, funds will also support shipping costs, supplies, and management for the Impaired Driving Programs.

Prevention (Community Engagement and Coalitions)

Indiana's impaired driving prevention programs aim to reduce impaired driving through education, behavior, public health, and enforcement approaches, including altering social norms, changing risky or dangerous behavior, and creating safer environments. The state's prevention programs aim to promote communication strategies that highlight and support specific policies and program activities and promote activities that educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.

Prevention programs across Indiana include responsible alcohol service practices, transportation alternatives, and community-based programs implemented in schools, workplaces, medical and healthcare facilities, and by community coalitions. Prevention efforts are specifically directed toward populations at greatest risk, with a focus on effective science-based efforts, which include a communication component. Indiana will continue to collaborate with federal, state, and local partners to build on a strong framework to lower the impaired driving rate across the state by utilizing targeted enforcement efforts, strong laws and prosecution, and data-driven solutions.

Examples of current prevention efforts that align with this strategic plan include:

EXCISE Enforcement Program – Indiana State Police (ISEP) (Project 15 / GTS Code M6DOT-2026-01-00-82): Excise Police officers implement alcohol countermeasure projects to decrease underage alcohol consumption and lower rates of impaired driving. Stop Underage Drinking Sales (SUDS), Cops in Shops (CIS), Intensified College Enforcement (ICE), and Place of Last Drink (POLD) details were executed, which reduced the availability and use of alcoholic beverages by people under the age of twenty-one (21).

Teen Traffic Safety and Education (Project 7 / GTS Codes TSP-2026-01-00-09 (402) EDU_AL-2026-01-00-25 (164) M1*TSP-2026-01-00-42 (405B Flex) M1*TSP-2026-01-00-43 (405B Flex) FDL*TSP-2026-01-00-88): The ICJI-TSD will continue to support the Teen Traffic Safety and Education project. This project engages and educates the public about the importance of traffic safety. The events will offer education, training, and physical demonstrations on seat belt compliance, occupant protection, alcohol-impaired driving, drug-impaired driving, distracted driving, bicycle and pedestrian safety, teen driver safety, and motorcycle safety.

Criminal Justice Systems

Indiana has and will continue to use the various components of its criminal justice system—laws, enforcement, prosecution, adjudication, criminal and administrative sanctions, and communications—to achieve both specific and general deterrence of impaired driving.

Specific deterrence focuses on individual offenders and seeks to ensure that impaired drivers will be detected, arrested, prosecuted, and subject to swift, sure, and appropriate sanctions. Using these measures, the criminal justice system seeks to reduce recidivism. General deterrence seeks to increase the public perception that impaired drivers will face severe consequences, discouraging individuals from driving impaired.

A multidisciplinary approach and close coordination among all components of the criminal justice system are needed to make the system work effectively. In addition, coordination is needed among law enforcement agencies at the State, county, and municipal levels to create and sustain both specific and general deterrence

Laws

Indiana has enacted laws that prohibit impaired driving, facilitate the acquisition of evidence against impaired drivers, and permit a range of administrative/ judicial penalties and actions.

Appendix B of this document illustrates Indiana’s laws on impaired driving.

Enforcement

Indiana conducts frequent, highly visible, well-publicized, and fully coordinated impaired driving (including zero tolerance) law enforcement efforts throughout the State, especially in locations where alcohol-related fatalities most often occur. To maximize visibility, increased interaction and contact between officers and drivers using sobriety checkpoints and saturation patrols is required, and these efforts are widely publicized before, during, and after they occur. Highly visible, highly publicized efforts are conducted periodically and on a sustained basis throughout the year. To maximize resources, the State coordinates efforts among State, county, and municipal law enforcement agencies. Indiana utilizes law enforcement liaisons for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations, and for collaboration with local chapters of police groups and associations that represent diverse groups to gain support for enforcement efforts.

Indiana also regularly coordinates efforts with state liquor law enforcement officials.

Examples of current enforcement efforts that align with this strategic plan include:

Driving Under the Influence Enforcement (DUIE) (Project 14 / GTS Code ENF_AL-2026-01-00-21): This project utilizes HVE events to deploy law enforcement resources in targeted areas, identified through the problem identification process, as having high incidents of impaired driving. DUIE patrols are designed to deter impaired driving by increasing the perceived risk of arrest on Indiana roadways. HVE events are highly publicized prior to the event. This strategy is part of a comprehensive, evidence-based effort to reduce impaired driving-related injuries and fatalities.

Law Enforcement Liaisons (LELs) Program (Project 16 / GTS Code FDL*PT-2026-01-00-84): are utilized to increase law enforcement participation in impaired driving programs. LELs emphasize the importance of enforcement countermeasures, visit law enforcement agencies across the state, conduct training, attend conferences, and provide guidance alongside monitoring of grant activities. LELs are the first-line compliance monitors for traffic safety grant management and provide external agency support to police departments applying for occupant protection and other grants, and assist with data analysis specific to each county.

Drug Recognition Expert (DRE) Training Program (Project 19 / GTS Code: B6PEM-2026-01-00-81):

Training is conducted twice in a fiscal year. The locations are subject to availability. Each DRE school has approximately 20 students. This robust training is the gold standard of evidence gathering for impaired driving. The school consists of ten days of training and then field certification training that is approximately six days long. These schools and field certifications, when completed, provide the student with the knowledge and resources to be an internationally certified Drug Recognition Expert.

Click It to Live It (Project 8 / GTS Code OP-2026-01-00-04): Within the Comprehensive Highway Injury Reduction Program, all agencies in Indiana participate in and support the national mobilizations for Safe Family Travels, Click It or Ticket, and Drive Sober or Get Pulled Over. The data chart below represents specific data reported as worked during “blitz” periods or times matching the national mobilizations. This data does not represent activity completed for specific national mobilizations conducted under DUI Taskforce Operations.

Law Enforcement Phlebotomy Program (LEPP) (Project 21 / GTS Code LET_AL-2026-01-00-24): is contracted through the ICJI to conduct Law Enforcement Phlebotomy training. Jennifer Hacker is the Law Enforcement Phlebotomy coordinator and primary instructor. This program started in 2021 and continues to grow with each fiscal year. With the growing reluctance and cost coming from Hospitals around the state, this program offers an option for the trained Officer to gather their evidence. This streamlines the process, ensures that testimony is accurate, timely, and affordable.

Motorcycle High Visibility Awareness Program (MC-HVA) (Project 10 / GTS Codes FDLHVE-2026-01-00-85 M11MA-2026-01-01-01): Projects are a part of CHIRP and include activities that target the reduction of motorcycle collisions in large urban communities, along with motorcycle fatalities in more rural areas. MC-HVA combines high visibility enforcement with elements that educate the public and heighten awareness of motorcycles on the roadway.

Toxicology Program (Project 22 / GTS Codes M3DA-2026-01-00-64(405C) B6BAC-2026-01-00-86 (405D)): ICJI partners with the Indiana State Department of Toxicology to collaborate on problem identification of geographical areas of significance by utilizing submission data to identify the frequency of impaired driving incidents. Utilizing this information as predictive data, Indiana counties with a higher incidence of

impaired driving are at a greater risk of impaired driving crashes, and program development can be modified to assess areas of greater risk.

Roadside Impaired Driving Programs

Impaired Driving Program Management (Project 13 / GTS Code 164PA-2026-01-00-26) The TSD deploys roadside impaired driving instruments to law enforcement agencies that target areas displaying a high rate of alcohol and/or drug impairment, which reduces the number of impaired driving collisions and fatalities. Distribution includes oral fluid instruments and portable breath test instruments statewide. Oral fluid samples from suspected drug-impaired drivers are collected by certified DREs, analyzed by the Indiana Department of Toxicology, and results are utilized by the TSD for further program development.

Prosecution & Adjudication

Indiana has implemented a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts, which includes the use of experienced traffic safety resource prosecutors (TSRP) to help coordinate and deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.

Indiana's Judicial Outreach Liaison (JOL) Program (Project 18 / GTS Code: B6CS-2026-01-00-83): is designed to improve public safety by enhancing the adjudication of traffic and impaired driving cases in the criminal justice system. The JOL provides education and resources to judges about evidence-based practices in impaired driving adjudication and underscores the importance of devoting proper attention and developing more effective approaches in handling traffic/impaired driving cases.

Indiana Traffic Safety Resource Prosecutor (TSRP) (Project 17 / GTS Code B5CS-2026-01-00-87): legal research to Indiana prosecuting attorneys who request assistance investigating and prosecuting Operating While Intoxicated cases and other traffic law issues. The TSRP assists prosecutors' offices with trial preparation and may occasionally participate in proceedings as an appointed special deputy prosecutor. The TSRP enhances the ability of prosecuting attorneys by obtaining training, equipment, and technical assistance and advises them on the standards and forms for investigative techniques in OVWI and other traffic cases.

Ignition Interlock Management Program (Project 20 / GTS Code II_AL-2026-01-00-23), which is currently in development to help facilitate close monitoring of impaired drivers. The IIM program will be housed within the ICJI-TSD, which works closely with the Indiana Bureau of Motor Vehicles, which in turn works with the courts and law enforcement, to administer the process of adding court orders for IID to an individual's driving records. The Indiana BMV will be responsible for monitoring and inspections at the installation locations to ensure compliance with Indiana law and the integrity of the devices.

Communications Programs

Indiana has developed and implemented a comprehensive communication program that supports priority policies and program efforts. Communication programs, materials, and media campaigns are created to reflect Indiana's expansive makeup and cultures. Indiana translates materials into appropriate languages or provides resources for translation when needed.

Indiana has:

- Hired a communications director specifically for the ICJI to coordinate all media relations, communication efforts, materials, public affairs/advocacy for ICJI-TSD, and to ensure alignment with the strategic plan.
- Developed and implemented a year-round communication plan that includes policy and program priorities; core message platforms; campaigns that are audience-relevant; collaboration with private and public partners; media relations and public affairs; special emphasis periods during high-risk times; and evaluation and survey tools.
- Employed a communications strategy principally focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate behavior; and
- Used traffic-related data and market research to identify specific audience segments to maximize resources and effectiveness.

Teen Traffic Safety and Education (Project 7 / GTS Codes TSP-2026-01-00-09 (402) EDU_AL-2026-01-00-25 (164) M1*TSP-2026-01-00-42 (405B Flex) M1*TSP-2026-01-00-43 (405B Flex) FDL*TSP-2026-01-00-88): The ICJI-TSD will continue to support the Teen Traffic Safety and Education project. This project engages and educates the public about the importance of traffic safety. The events will offer education, training, and physical demonstrations on seat belt compliance, occupant protection, alcohol-impaired driving, drug-impaired driving, distracted driving, bicycle and pedestrian safety, teen driver safety, and motorcycle safety.

Indiana will continue to collaborate with federal, state, and local partners to build on a strong framework to lower the impaired driving rate across the state by utilizing targeted enforcement efforts, strong laws and prosecution, and data-driven solutions.

Alcohol and Other Drug Misuse, including screening, treatment, assessment, and rehabilitation

Indiana encourages its employers, educators, law enforcement, and health care professionals to implement a system to identify, intervene, and refer individuals for appropriate substance abuse treatment. The ICJI-TSD works with the Indiana Department of Health (IDH), as well as their local community partners, on matters of screening, treatment, assessment, and rehabilitation.

Assessment, Treatment, and Rehabilitation:

Indiana works with health care professionals and public health agencies to establish and maintain treatment programs for people referred through the criminal justice system, medical or health care professionals, and other entities. This will help ensure that offenders with alcohol or other drug dependencies begin appropriate treatment and complete recommended treatment before their licenses are reinstated.

As mentioned earlier in this report, Indiana has piloted an Oral Fluid Toxicology effort. This pilot project encompasses the entire process of collecting and analyzing oral fluid samples from suspected drug-impaired drivers. This pilot project will include samples collected by certified DREs.

Monitoring Impaired Drivers:

Indiana has planned an **Ignition Interlock Management Program (Project 20 / GTS Code II_AL-2026-01-00-23)**, that is currently in development to help facilitate close monitoring of impaired drivers. The IIM program will be housed within the ICJI-TSD, which works closely with the Indiana Bureau of Motor Vehicles, which in turn works with the courts and law enforcement, to administer the process of adding court orders for IID to an individual's driving records. The Indiana BMV will be responsible for monitoring and inspections at the installation locations to ensure compliance with Indiana law and the integrity of the devices.

Program Evaluation and Data

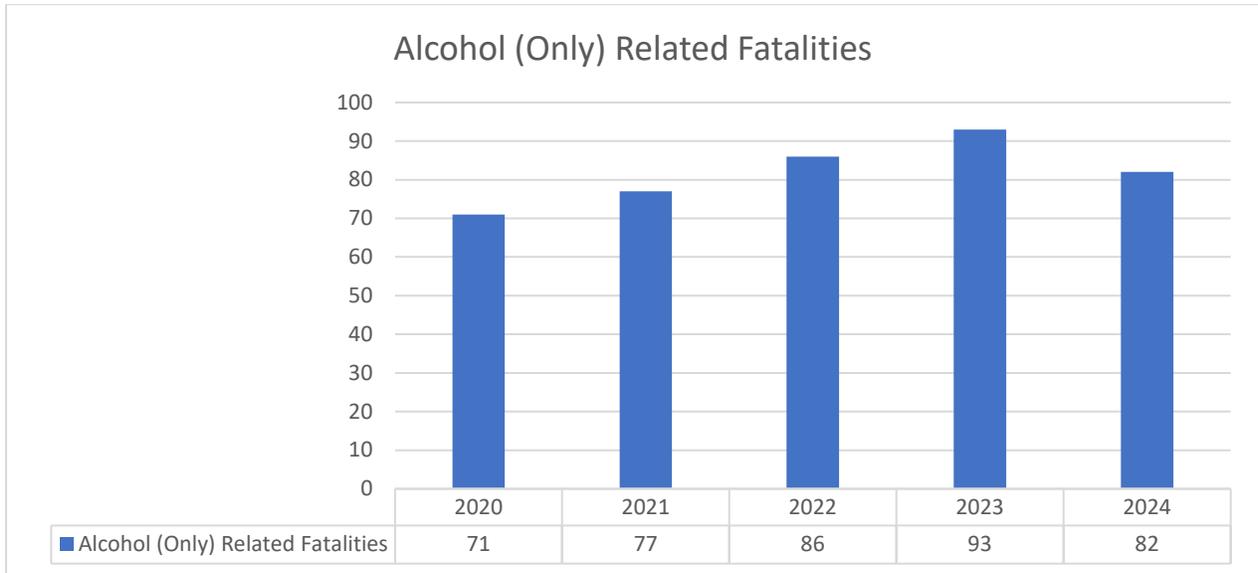
Indiana has access to and analyzes reliable data sources for problem identification and program planning. Indiana conducts several different types of evaluations to effectively measure progress, to determine program effectiveness, to plan and implement new program strategies, and to ensure that resources are allocated appropriately.

A data researcher position was added to the ICJI-TSD staff in 2022 to focus on data analysis and to aid in identifying trends and problem identification. Data analysis is a fundamental basis in the regular review of program efforts and assessing successes and future funding allocation.

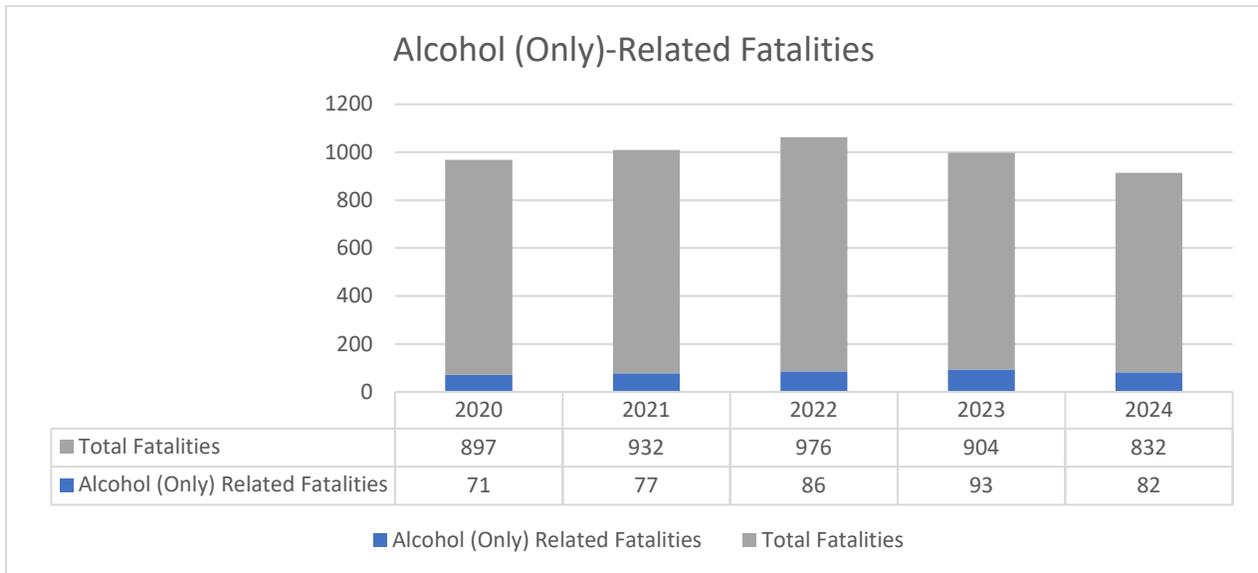
Because problem identification may fluctuate from year to year, annual evaluations are conducted to ensure efforts are focused on the current problem identification, and adjustments to priorities and programs are made as needed.

Indiana has established and maintains a records system that uses data from other sources (e.g., U.S. Census, FARS, ARIES) to fully support the impaired driving program. A statewide traffic records coordinating committee that represents the interests of all public and private sector stakeholders and the wide range of disciplines that need the information guides the state's records system.

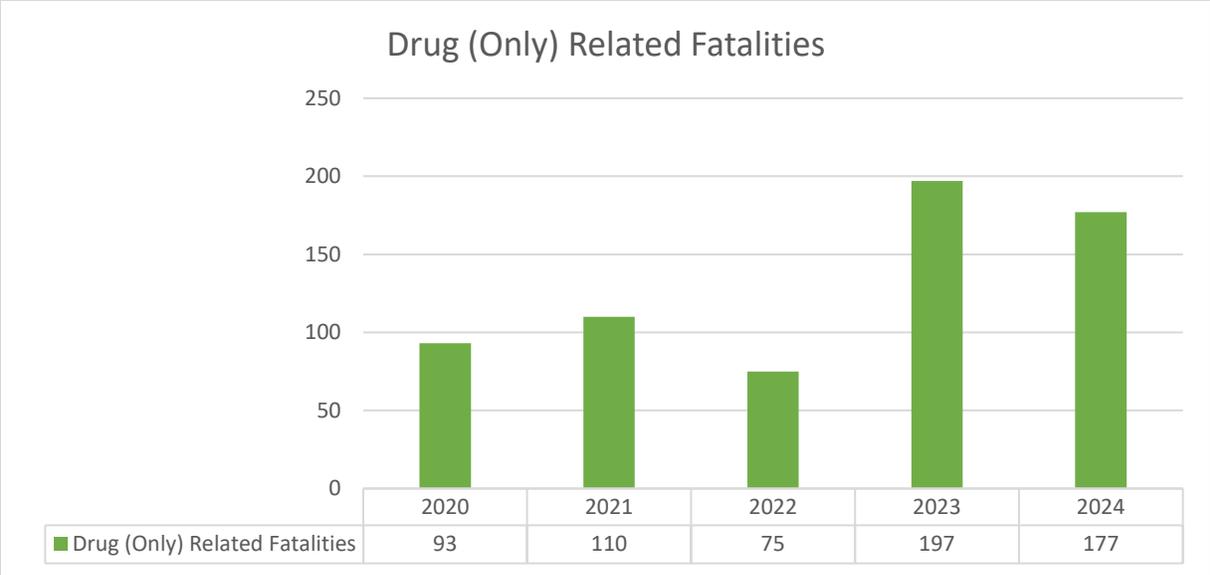
Current Data Analysis Related to Indiana’s Impaired Driving (FARS)



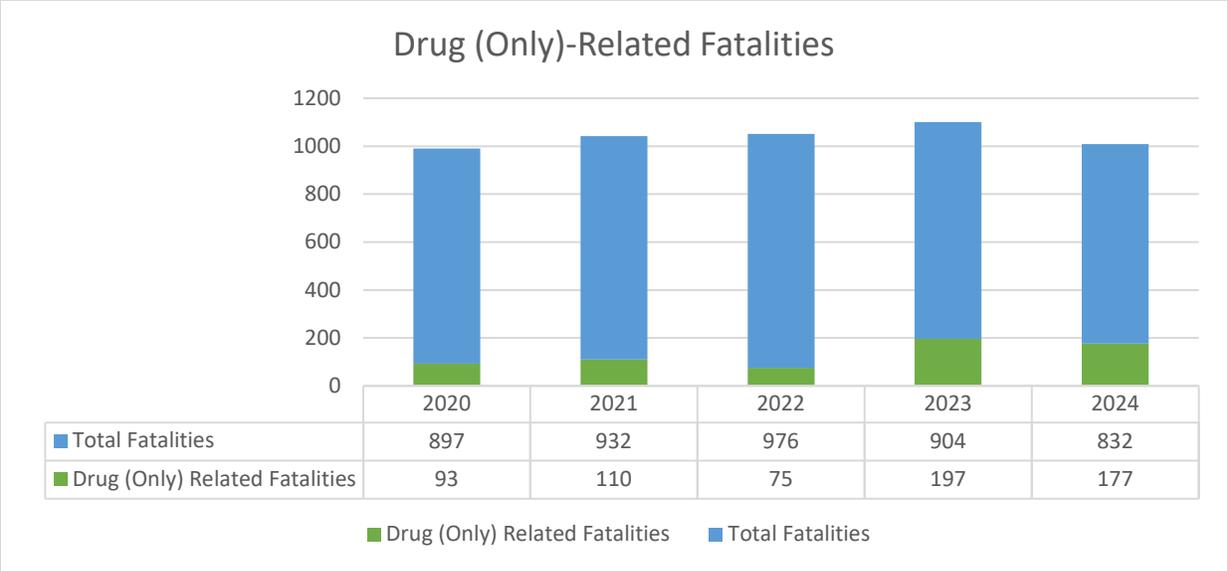
The number of alcohol-related fatalities has increased by over 14% over the five-year period (2020-2024).



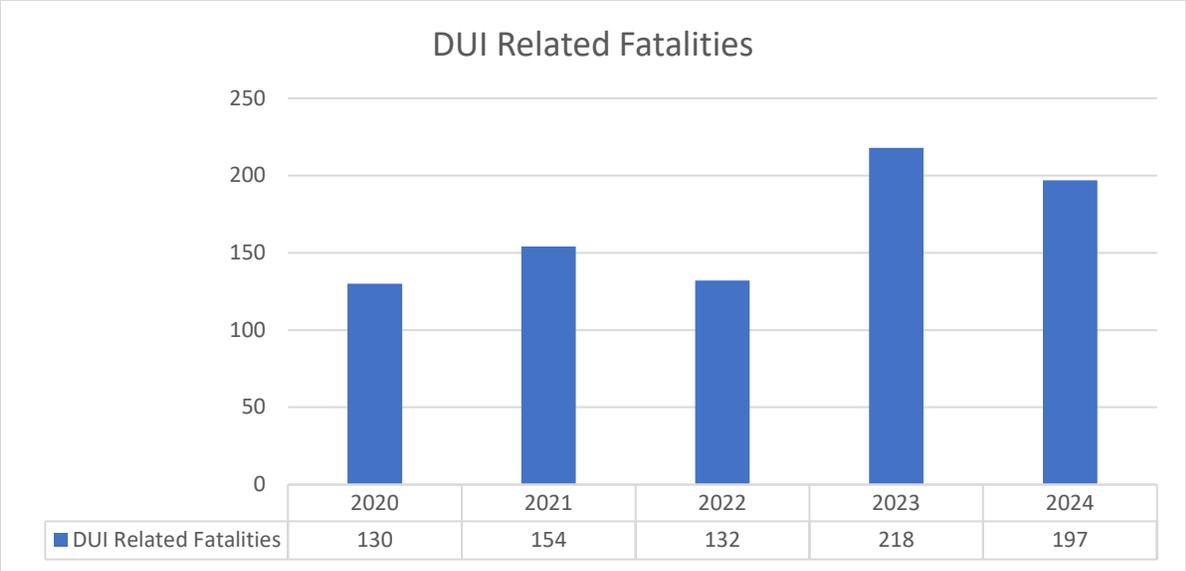
Nearly 9% of fatalities were alcohol (only)-related over the five-year period (2020-2024).



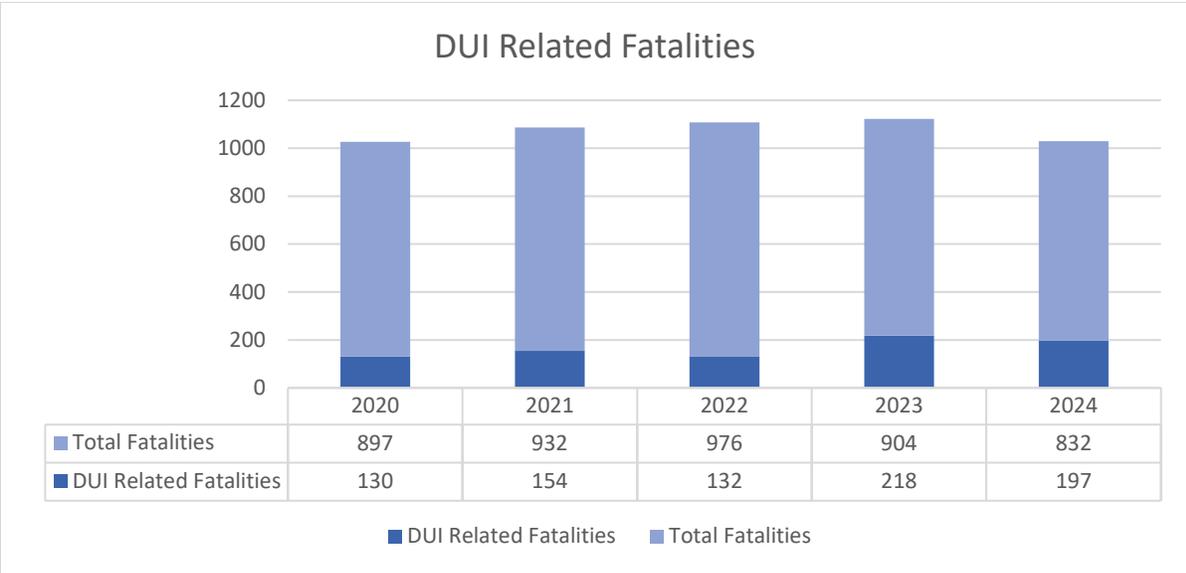
The number of drug-related fatalities has increased by 62.2% over the five-year period (2020 – 2024).



14.4% of fatalities were drug-related over the five-year period (2020 – 2024).



DUI Fatal collisions have increased by 41% over the five-year period (2020 – 2024).



18.3% of fatal crashes were DUI-related over the five-year period (2020-2024).

Appendix A: ICJI FARS Report (Preliminary Data)



6/13/2025

Indiana Criminal Justice Institute FARS Report

YEAR	YEAR TO DATE DEATHS				DIFFERENCE TO 2024		
	2022	2023	2024	2025	2022	2023	2024
RURAL	233	230	199	180	-53	-50	-19
URBAN	168	155	144	134	-34	-21	-10
STATEWIDE	401	385	343	314	-87	-71	-29

YEAR	YEAR TO DATE CRASHES				DIFFERENCE TO 2024		
	2022	2023	2024	2025	2022	2023	2024
RURAL	218	214	181	169	-49	-45	-12
URBAN	158	147	142	128	-30	-19	-14
STATEWIDE	376	361	323	297	-79	-64	-26

YEAR	YEAR TOTAL DEATHS			YEAR TOTAL CRASHES		
	2022	2023	2024	2022	2023	2024
RURAL	581	516	504	534	477	468
URBAN	395	382	328	377	365	317
STATEWIDE	976	898	832	911	842	785

Signature Authority: Traffic Safety Director- Jim Bryan
Traffic Safety Section

Created By: Taylor Cash
FARS- Program Coordinator
Research Analyst

Appendix B: Indiana Code IC 9-30-5*

IC 9-30-5

Chapter 5. Operating a Vehicle While Intoxicated

IC 9-30-5-0.1

Repealed

(As added by P.L.220-2011, SEC.229. Repealed by P.L.63-2012, SEC.14.)

IC 9-30-5-0.2

Application of certain amendments to prior law

Sec. 0.2. The amendments made to IC 33-19-6-10 (before its repeal, now codified at IC 33-37-5-10) by P.L.85-1998 apply to findings under this chapter made after June 30, 1998, regardless of when the action was filed.

As added by P.L.220-2011, SEC.230.

IC 9-30-5-1

Class C misdemeanor; defense

Sec. 1. (a) A person who operates a vehicle with an alcohol concentration equivalent to at least eight-hundredths (0.08) gram of alcohol but less than fifteen-hundredths (0.15) gram of alcohol per:

- (1) one hundred (100) milliliters of the person's blood; or
- (2) two hundred ten (210) liters of the person's breath;

commits a Class C misdemeanor.

(b) A person who operates a vehicle with an alcohol concentration equivalent to at least fifteen-hundredths (0.15) gram of alcohol per:

- (1) one hundred (100) milliliters of the person's blood; or
- (2) two hundred ten (210) liters of the person's breath;

commits a Class A misdemeanor.

(c) A person who operates a vehicle with a controlled substance listed in schedule I or II of IC 35-48-2 or its metabolite in the person's body commits a Class C misdemeanor.

(d) It is a defense to subsection (c) that the accused person consumed the controlled substance under a valid prescription or order of a practitioner (as defined in IC 35-48-1) who acted in the course of the practitioner's professional practice.

As added by P.L.2-1991, SEC.18. Amended by P.L.33-1997, SEC.7; P.L.266-1999, SEC.2; P.L.1-2000, SEC.6; P.L.1-2000, SEC.7; P.L.175-2001, SEC.5.

IC 9-30-5-2

Class A misdemeanor

Sec. 2. (a) Except as provided in subsection (b), a person who operates a vehicle while intoxicated commits a Class C misdemeanor.

(b) An offense described in subsection (a) is a Class A misdemeanor if the person operates a vehicle in a manner that endangers a person.

As added by P.L.2-1991, SEC.18. Amended by P.L.175-2001, SEC.6.

IC 9-30-5-3

Level 6 or Level 5 felony; previous convictions; passenger less than 18 years of age

Sec. 3. (a) Except as provided in subsection (b), a person who violates section 1 or 2 of this chapter commits a Level 6 felony if:

(1) the person has a previous conviction of operating while intoxicated that occurred within the five (5) years immediately preceding the occurrence of the violation of section 1 or 2 of this chapter; or

(2) the person:

(A) is at least twenty-one (21) years of age;

(B) violates section 1(b) or 2(b) of this chapter; and

(C) operated a vehicle in which at least one (1) passenger was less than eighteen (18) years of age.

(b) A person who violates section 1 or 2 of this chapter or subsection (a)(2) commits a Level 5 felony if:

(1) the person has a previous conviction of operating while intoxicated causing death (IC 9-30-5-5); or

(2) the person has a previous conviction of operating while intoxicated causing serious bodily injury (IC 9-30-5-4).

As added by P.L.2-1991, SEC.18. Amended by P.L.175-2001, SEC.7, P.L.243-2001, SEC.1 and P.L.291-2001, SEC.222; P.L.82-2004, SEC.1; P.L.126-2008, SEC.9; P.L.158-2013, SEC.159.

IC 9-30-5-4

Classification of offense; serious bodily injury

Sec. 4. (a) A person who causes serious bodily injury to another person when operating a vehicle:

- (1) with an alcohol concentration equivalent to at least eight-hundredths (0.08) gram of alcohol per:
 - (A) one hundred (100) milliliters of the person's blood; or
 - (B) two hundred ten (210) liters of the person's breath;
- (2) with a controlled substance listed in schedule I or II of IC 35-48-2 or its metabolite in the person's body; or
- (3) while intoxicated;

commits a Level 6 felony. However, the offense is a Level 5 felony if the person has a previous conviction of operating while intoxicated within the five (5) years preceding the commission of the offense.

(b) A person who violates subsection (a) commits a separate offense for each person whose serious bodily injury is caused by the violation of subsection (a).

(c) It is a defense under subsection (a)(2) that the accused person consumed the controlled substance under a valid prescription or order of a practitioner (as defined in IC 35-48-1) who acted in the course of the practitioner's professional practice.

As added by P.L.2-1991, SEC.18. Amended by P.L.53-1994, SEC.5.

IC 9-30-5-5

Classification of offense; death; death of law enforcement animal

Sec. 5. (a) A person who causes the death of another person when operating a vehicle:

- (1) with an alcohol concentration equivalent to at least eight-hundredths (0.08) gram of alcohol per:
 - (A) one hundred (100) milliliters of the person's blood; or
 - (B) two hundred ten (210) liters of the person's breath;
- (2) with a controlled substance listed in schedule I or II of IC 35-48-2 or its metabolite in the person's blood; or
- (3) while intoxicated;

commits a Level 5 felony. However, the offense is a Level 4 felony if the person has a previous conviction of operating while intoxicated within the ten (10) years preceding the commission of the offense, or if the person operated the vehicle when the person knew that the person's driver's license, driving privilege, or permit is suspended or revoked for a previous conviction for operating a vehicle while intoxicated.

(b) A person at least twenty-one (21) years of age who causes the death of another person when operating a vehicle:

- (1) with an alcohol concentration equivalent to at least fifteen-hundredths (0.15) gram of alcohol per:
 - (A) one hundred (100) milliliters of the person's blood; or
 - (B) two hundred ten (210) liters of the person's breath; or
- (2) with a controlled substance listed in schedule I or II of IC 35-48-2 or its metabolite in the person's blood;

commits a Level 4 felony.

(c) A person who causes the death of a law enforcement animal (as defined in IC 35-46-3-4.5) when operating a vehicle:

- (1) with an alcohol concentration equivalent to at least eight-hundredths (0.08) gram of alcohol per:
 - (A) one hundred (100) milliliters of the person's blood; or
 - (B) two hundred ten (210) liters of the person's breath; or
- (2) with a controlled substance listed in schedule I or II of IC 35-48-2 or its metabolite in the person's blood;

commits a Level 6 felony.

(d) A person who violates subsection (a), (b), or (c) commits a separate offense for each person or law enforcement animal whose death is caused by the violation of subsection (a), (b), or (c).

(e) It is a defense under subsection (a)(2), (b)(2), or (c)(2) that the accused person consumed the controlled substance under a valid prescription or order of a practitioner (as defined in IC 35-48-1) who acted in the course of the practitioner's professional practice.

As added by P.L.2-1991, SEC.18. Amended by P.L.53-1994, SEC.6.

P.L.97-1996, SEC.4; P.L.96-1996, SEC.4; P.L.33-1997, SEC.9; P.L.1-2000, SEC.9; P.L.120-2000, SEC.1; P.L.175-2001, SEC.9; P.L.82-2004, SEC.2; P.L.76-2004, SEC.4; P.L.2-2005, SEC.36; P.L.102-2010, SEC.1; P.L.125-2012, SEC.336; P.L.158-2013, SEC.161; P.L.26-2016, SEC.1.

IC 9-30-5-6

Class C infraction; violation of probationary license

Sec. 6. (a) A person who operates a vehicle in violation of any term of a probationary license issued under this chapter, IC 9-30-6, or IC 9-30-9 commits a Class C infraction.

(b) In addition to any other penalty imposed under this section, the court may suspend the person's driving privileges for a period of not more than one (1) year.

As added by P.L.2-1991, SEC.18. Amended by P.L.125-2012, SEC.337.

IC 9-30-5-7

Ignition interlock device offenses; violation of court order

Sec. 7. (a) Except as provided in subsection (b), a person who knowingly assists another person who is restricted to the use of an ignition interlock device to violate a court order issued under this chapter commits a Class A misdemeanor.

(b) Subsection (a) does not apply if the starting of a motor vehicle, or the request to start a motor vehicle, equipped with an ignition interlock device:

(1) is done for the purpose of safety or mechanical repair of the device or the vehicle; and

(2) the restricted person does not operate the vehicle.

(c) A person who, except in an emergency, knowingly rents, leases, or loans a motor vehicle that is not equipped with a functioning ignition interlock device to a person who is restricted under a court order to the use of a vehicle with an ignition interlock device commits a Class A infraction.

(d) A person who is subject to an ignition interlock device restriction and drives another vehicle in an emergency situation must notify the court of the emergency within twenty-four (24) hours.

As added by P.L.2-1991, SEC.18. Amended by P.L.131-1993, SEC.1; P.L.188-2015, SEC.106.

IC 9-30-5-8

Ignition interlock device offenses; tampering

Sec. 8. (a) A person who knowingly or intentionally tampers with an ignition interlock device for the purpose of:

(1) circumventing the ignition interlock device; or

(2) rendering the ignition interlock device inaccurate or inoperative;

commits a Class B misdemeanor.

- (b) A person who solicits another person to:
- (1) blow into an ignition interlock device; or
 - (2) start a motor vehicle equipped with an ignition interlock device;

for the purpose of providing an operable vehicle to a person who is restricted to driving a vehicle with the ignition interlock device commits a Class C infraction.

As added by P.L.2-1991, SEC.18. Amended by P.L.76-2004, SEC.5.

IC 9-30-5-8.5

Class C infraction; person less than 21 years of age driving under the influence

Sec. 8.5. (a) A person who:

- (1) is less than twenty-one (21) years of age; and
- (2) operates a vehicle with an alcohol concentration equivalent to at least two-hundredths (0.02) gram but less than eight-hundredths (0.08) gram of alcohol per:
 - (A) one hundred (100) milliliters of the person's blood; or
 - (B) two hundred ten (210) liters of the person's breath;

commits a Class C infraction.

(b) In addition to the penalty imposed under this section, the court may recommend the suspension of the driving privileges of the operator of the vehicle for not more than one (1) year.

As added by P.L.96-1996, SEC.5. Amended by P.L.33-1997, SEC.10; P.L.1-2000, SEC.10; P.L.175-2001, SEC.10.

IC 9-30-5-9

Operation of vehicle in place other than public highway

Sec. 9. It is not a defense in an action under this chapter that the accused person was operating a vehicle in a place other than on a highway.

As added by P.L.2-1991, SEC.18.

IC 9-30-5-9.5

Probationary driving privileges; inapplicability to commercial driver's license

Sec. 9.5. Probationary driving privileges under this chapter do not apply to a commercial driver's license in accordance with the federal Motor Carrier Safety Improvement Act of 1999 (MCSIA) (Public Law 106-159.113 Stat. 1748).

As added by P.L.219-2003, SEC.7. Amended by P.L.125-2012, SEC.338.

IC 9-30-5-15

Imprisonment; community restitution or service; alcohol or drug abuse treatment

Sec. 15. (a) In addition to any criminal penalty imposed for an offense under this chapter, the court shall:

(1) order:

(A) that the person be imprisoned for at least five (5) days;
or

(B) the person to perform at least one hundred eighty (180) hours of community restitution or service; and

(2) order the person to receive an assessment of the person's degree of alcohol and drug abuse and, if appropriate, to successfully complete an alcohol or drug abuse treatment program, including an alcohol deterrent program if the person suffers from alcohol abuse;

if the person has one (1) previous conviction of operating while intoxicated.

(b) In addition to any criminal penalty imposed for an offense under this chapter, the court shall:

(1) order:

(A) that the person be imprisoned for at least ten (10) days;
or

(B) the person to perform at least three hundred sixty (360)

hours of community restitution or service; and

(2) order the person to receive an assessment of the person's degree of alcohol and drug abuse and, if appropriate, to successfully complete an alcohol or drug abuse treatment program, including an alcohol deterrent program if the person suffers from alcohol abuse;

if the person has at least two (2) previous convictions of operating while intoxicated.

(c) Notwithstanding IC 35-50-2-2.2 and IC 35-50-3-1, a sentence imposed under this section may not be suspended. The court may require that the person serve the term of imprisonment in an appropriate facility at whatever time or intervals (consecutive or intermittent) determined appropriate by the court. However:

(1) at least forty-eight (48) hours of the sentence must be served consecutively; and

(2) the entire sentence must be served within six (6) months after the date of sentencing.

(d) Notwithstanding IC 35-50-6, a person does not earn good time credit (as defined in IC 35-50-6-0.5) while serving a sentence imposed under this section.

As added by P.L. 2-1991, SEC. 18. Amended by P.L. 266-1999, SEC. 3; P.L. 32-2000, SEC. 2; P.L. 85-2004, SEC. 48; P.L. 168-2014, SEC. 18; P.L. 74-2015, SEC. 1.

IC 9-30-5-16

Specialized driving privileges; ignition interlock device; violation

Sec. 16. (a) Except as provided in subsection (b), the court may, in granting specialized driving privileges under IC 9-30-16-3 or IC 9-30-16-4, also order that the specialized driving privileges include the requirement that a person may not operate a motor vehicle unless the vehicle is equipped with a functioning certified ignition interlock device under IC 9-30-8.

(b) A court may not order the installation of an ignition interlock device on a vehicle operated by an employee to whom any of the following apply:

- (1) Has been convicted of violating section 1 or 2 of this chapter.
- (2) Is employed as the operator of a vehicle owned, leased, or provided by the employee's employer.
- (3) Is subject to a labor agreement that prohibits an employee who is convicted of an alcohol related offense from operating the employer's vehicle.

(c) A person who knowingly or intentionally violates a court order issued under this section commits a Class A misdemeanor.

As added by P.L.2-1991, SEC.18. Amended by P.L.76-2004, SEC.8; P.L.172-2006, SEC.2; P.L.217-2014, SEC.130; P.L.113-2014, SEC.31; P.L.188-2015, SEC.108.

IC 9-30-5-17

Restitution to emergency medical services restitution fund

Sec. 17. (a) In addition to:

- (1) a sentence imposed under this chapter for a felony or misdemeanor; and
- (2) an order for restitution to a victim;

the court shall, without placing the individual on probation, or as a condition of probation, order the individual to make restitution to the emergency medical services restitution fund under IC 16-31-8 for emergency medical services necessitated because of the offense committed by the individual.

(b) An order for restitution under this section may not be for more than one thousand dollars (\$1,000).

(c) In making an order for restitution under this section, the court shall consider the following:

- (1) The schedule of costs submitted to the court under IC 16-31-8-5.
- (2) The amount of restitution that the individual is or will be able to pay.

(d) The court shall immediately forward a copy of an order for restitution made under this section to the Indiana emergency medical services commission under IC 16-31-8.

As added by P.L. 2-1991, SEC. 18. Amended by P.L. 2-1993, SEC. 68.

IC 9-30-5-18

Driving while intoxicated or alcohol and drug services program; certified abstract of program enrollment

Sec. 18. (a) If:

- (1) a criminal proceeding for driving while intoxicated under IC 9-30-5 is deferred under IC 12-23-5-1 through IC 12-23-5-9; or
- (2) a child alleged to be a delinquent child based upon the child's violation of IC 9-30-5 voluntarily attends or is ordered by the court under IC 31-37 to attend an alcohol and drug services program;

the court, within ten (10) days after the defendant or child begins the program, shall forward to the bureau a certified abstract of program enrollment.

(b) The abstract must state the following:

- (1) The defendant's or child's name, address, date of birth, and driver's license number.
- (2) The name and location of the alcohol and drug services program that the defendant or child is attending.

As added by P.L. 125-2012, SEC. 342.

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Counties or political subdivision where motorcycle rider training will be conducted

County	City	provider
Allen County	Fort Wayne	ABATE
Allen County	Fort Wayne	Fort Wayne H-D
Allen County	Fort Wayne	Motorcycle Rider Training of Fort Wayne
Allen County	Fort Wayne	Riders First
Bartholomew County	Columbus	MY Motorsports
Clark County	Clarksville	ABATE
Clark County	Clarksville	Riders First
Hendricks County	Plainfield	Riders First
Howard County'	Kokomo	ABATE
Johnson County	Edinburgh	MY Motorsports
Johnson County	Bargersville	Riders First
Lake County	Merrillville	ABATE
Lake County	Dyer	Motorcycle Rider Training of Fort Wayne
Lake County	Schererville	Riders First
LaPorte County	Michigan City	Riders First
Madison County	Anderson	Riders First
Marion County	Indianapolis	ABATE
Marion County	Indianapolis	Dreyer Motorsports
Marion County	Indianapolis	Harley Davidson of Indianapolis
Marion County	Indianapolis	Southside H-D
Marion County	Indianapolis	Riders First
Miami County	Peru	Motorcycle Rider Training of Fort Wayne
Pulaski County	Winamac	Kerstings Cule Center
Ripley	Versailles	ABATE
St. Joseph County	Granger	ABATE
Tippecanoe County	Lafayette	Riders First
Vanderburgh County	Evansville	ABATE
Vanderburgh County	Evansville	Evansville H-D
Vigo County	Terre Haute	Cannonball H-D
Elkhart County	Elkhart	Hoosier H-D

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Counties or political subdivision where motorcycle rider training will be conducted

County	City	provider
Allen County	Fort Wayne	ABATE
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Clark County	Clarksville	Riders First
Hendricks County	Plainfield	Riders First
Howard County'	Kokomo	ABATE
Johnson County	Edinburgh	MY Motorsports
Johnson County	Bargersville	Riders First
Lake County	Merrillville	ABATE
Lake County	Dyer	Motorcycle Rider Training of Fort Wayne
Lake County	Schererville	Riders First
LaPorte County	Michigan City	Riders First
Madison County	Anderson	Riders First
Marion County	Indianapolis	ABATE
Marion County	Indianapolis	Dreyer Motorsports
Marion County	Indianapolis	Harley Davidson of Indianapolis
Marion County	Indianapolis	Southside H-D
Marion County	Indianapolis	Riders First
Miami County	Peru	Motorcycle Rider Training of Fort Wayne
Pulaski County	Winamac	Kerstings Cule Center
Ripley	Versailles	ABATE
St. Joseph County	Granger	ABATE
Tippecanoe County	Lafayette	Riders First
Vanderburgh County	Evansville	ABATE
Vanderburgh County	Evansville	Evansville H-D
Vigo County	Terre Haute	Cannonball H-D
Elkhart County	Elkhart	Hoosier H-D

405f

2022-2023 Motorcycle crashes involving an impaired motorcyclist

	2022	2023	2024	2025
Adams			1	
Allen	3	3		
Clark		1		
Clay				1
Decatur	1		1	
Delaware			1	
Elkhart	3	1	1	1
Fayette		1		
Floyd		1		
Fulton		1		
Greene			1	
Hamilton			1	
Hancock		1	1	1
Harrison		1		
Hendricks			1	1
Howard		1		
Huntington		1		
Jackson			1	
Jasper			1	
Jennings		1		
Johnson			1	
Kosciusko		2		
Lake	1	4	2	
LaPorte	4		1	
Marion	3	3	4	1
Monroe			1	
Parke			1	
Perry		1		
Porter		2	2	1
Randolph		1		
Ripley	1			
St Joseph	2	2	1	
Shelby			1	
Starke	1			
Steuben	1		1	
Tippecanoe	1		1	

Vanderburgh		1		
Vermillion		1		
Vigo			1	
Washington	1		1	
Whitley		1		
Total	22	31	28	6