

The background of the report cover is a photograph of a highway at night, showing light trails from cars. The image is overlaid with large, stylized geometric shapes in shades of blue and grey. The text 'ANNUAL REPORT FY 2020' is prominently displayed in white, bold, sans-serif font.

# ANNUAL REPORT FY 2020

**DEVON MCDONALD**  
ICJI Executive Director

**ROBERT DUCKWORTH**  
Traffic Safety Division Director

This is the Indiana Criminal Justice Institute's Traffic Safety Annual Report for FY2020, prepared for the National Highway Traffic Safety Administration.

# **FY2020 ANNUAL EVALUATION REPORT**

INDIANA CRIMINAL JUSTICE INSTITUTE



# TABLE *of* CONTENTS



<hr/> 04	<hr/> DOCUMENT PURPOSE
<hr/> 05	<hr/> INTRODUCTION
<hr/> 07	<hr/> EVIDENCE-BASED ENFORCEMENT
<hr/> 08	<hr/> LEGISLATIVE UPDATE
<hr/> 09	<hr/> PERFORMANCE MEASURES AND TARGETS
<hr/> 17	<hr/> MOBILIZATION ENFORCEMENT SUMMARY
<hr/> 19	<hr/> OCCUPANT PROTECTION
<hr/> 27	<hr/> TRAFFIC RECORDS
<hr/> 31	<hr/> IMPAIRED DRIVING
<hr/> 46	<hr/> MOTORCYCLE SAFETY
<hr/> 49	<hr/> CHILD PASSENGER SAFETY
<hr/> 53	<hr/> YOUNG DRIVERS
<hr/> 56	<hr/> PEDESTRIAN/BICYCLISTS
<hr/> 59	<hr/> POLICE TRAFFIC SERVICES
<hr/> 62	<hr/> FY2020 HSP PROJECTS NOT IMPLEMENTED
<hr/> 64	<hr/> FISCAL REPORTS

# DOCUMENT PURPOSE

This annual report is an account of the previous fiscal year's activities and accomplishments within projects to meet targets set forth in the HSP. The performance plan explains the evaluation process and whether the targets were reached. Each program report section describes project details, and evaluation where applicable for each program area.

The goals of this document are to:

1. Provide an assessment of the state's progress in achieving performance targets in the prior year
2. Describe how the Indiana Traffic Safety Office will adjust its upcoming HSP to better meet performance targets if a performance target has not been met
3. Provide a description of the projects and activities funded and implemented and the amount of federal funds obligated and expended
4. Describe Indiana's evidence-based enforcement program activities
5. Identify Indiana's involvement within regarding national mobilizations
6. Deliver explanation for planned activities not implemented
7. Provide descriptions on how the projects funded contributed to meeting the performance targets
8. Provide report on the purchase of paid media and the impacts on project goals
9. Detail activity regarding Child Restraint Grants funds expended
10. Illustrate the activities of FY 2020 to external stakeholders
11. Serve as a tool for measurement of project objectives, their ability to impact core traffic safety metrics, and directly relate each project to specific metrics
12. Stimulate ideas and improvements that can be made in FY 2021 and beyond



# INTRODUCTION

The Office of Traffic Safety is part of the Traffic Safety Division (TSD) within the Indiana Criminal Justice Institute. The office is responsible for the state's traffic safety program. The purpose of this office is to develop and conduct effective programs and activities for the facilitation of traffic and for the protection and conservation of life and property on Indiana streets and highways.

The Director of Traffic Safety is the administrative head of the TSD, subject to the authority of the Executive Director of the Indiana Criminal Justice Institute. The Director of Traffic Safety must be a person qualified by training and experience in traffic safety and traffic accident prevention measures.

The Director of traffic safety shall develop, plan, and execute the functions and duties prescribed by Indiana Code and is charged by statute with the following responsibilities:

1. Advise, recommend, and consult with state departments, divisions, boards, commissions, and agencies concerning traffic safety, accident prevention, and traffic facilitation programs and activities and coordinate these programs and activities on an effective statewide basis.
2. Organize and conduct, in cooperation with state departments and agencies, programs, services, and activities designed to aid political subdivisions in the control of traffic and prevention of traffic accidents.
3. Develop informational, educational, and promotional material on traffic control and traffic accident prevention, disseminate the material through all possible means of public information, and serve as a clearinghouse for information and publicity on traffic control and accident prevention programs and activities of state departments and agencies. These activities must include materials and information designed to make senior citizens aware of the effect of age on driving ability.
4. Cooperate with public and private agencies interested in traffic control and traffic accident prevention in the development and conduct of public informational and educational activities designed to promote traffic safety or to support the official traffic safety program of Indiana.
5. Study and determine the merits of proposals affecting traffic control, traffic safety, or traffic accident prevention activities in Indiana and recommend to the governor and the general assembly the measures that will serve to further control and reduce traffic accidents.

- 
6. Study proposed revisions and amendments to the motor vehicle laws and all other laws concerning traffic safety and make recommendations relative to those laws to the governor and general assembly.
  7. Develop and conduct a program of effective alcohol and drug countermeasures to protect and conserve life and property on Indiana streets and highways.

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

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

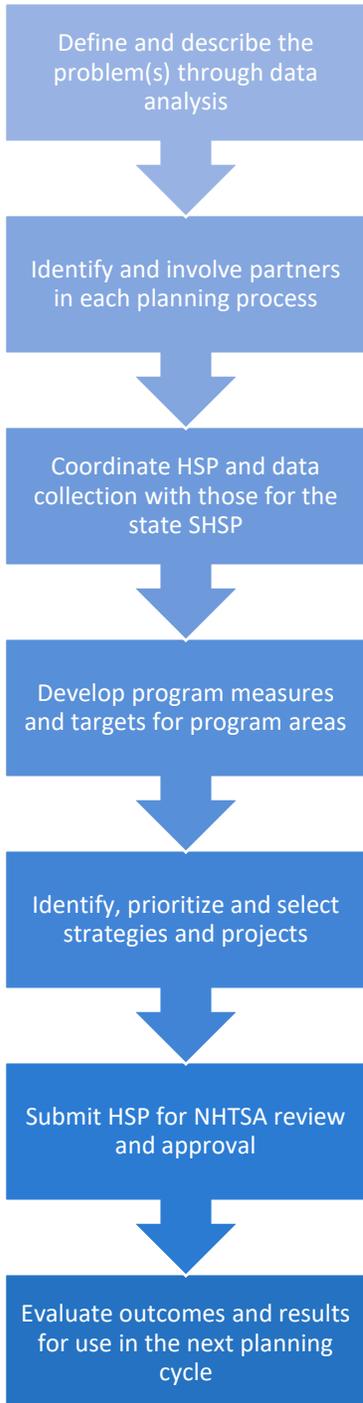
The TSD is comprised of a staff of five (5) including the division director who coordinates the efforts of support staff. Staffing within the TSD includes three (3) regional program managers, a statewide services program manager, and a traffic safety research associate. Each regional program manager also serves as the program lead for one or more program specific area: impaired driving, motorcycle safety, occupant protection, young driver, and child passenger program.

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

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

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

# EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT



Evidence-based enforcement begins with an analysis of appropriate data to launch the process of problem identification. Proven countermeasures and strategies that target identified problems are then deployed using clearly defined SMART objectives from program outset. Following the deployment of countermeasures, evidence-based enforcement requires continuous data collection, review, assessment, adjustment, implementation, and completion. This process then begins again for constant fluid improvement assessment.

Prior to awarding any funds to subgrantees in FY 2020, ICJI conducted a thorough review of current data resources, and reports provided in subgrantees proposals. This review occurred between the during the preparation and submission of the FY 2020 HSP and the awarding of funds. ICJI staff received the most recent data, reports, and analysis during that time. This data was used for problem identification and implemented using identified selections from Countermeasures That Work.

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

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

A large, detailed photograph of the Indiana State Capitol building, featuring its prominent dome and classical architectural elements, serves as a background for the left side of the page. A blue horizontal bar is positioned above the main title.

# LEGISLATIVE UPDATE

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

In the 2020 General Assembly, several items were passed by the Legislature and enacted by the Governor which positively affect traffic safety in Indiana:

## **LICENSE PLATES: 9-32-6-7**

- » Applies the same placement requirements to dealer plates as normal license plates.
  - Must be visible/unobstructed.
  - Must be attached on back of vehicle (cannot be taped in the back windshield).

## **FAILURE TO YIELD: 9-19-14-4 and 9-21-8-35**

- » Penalty is a C Infraction, but a Level 6 Felony if:
  - Results in serious bodily injury, catastrophic injury, or death to any person.
  - Operating, occupying, or affiliated with an emergency vehicle operating in an official capacity.
- » Does not apply to bystanders.

## **OPERATING WHILE INTOXICATED WITH A MINOR: 9-30-5-3**

- » Now includes a per se violation of the controlled substance statute under 9-30-5-1(c).

## **HANDS-FREE VEHICLE OPERATION: 9-21-8-59**

- » Driver's may not use telecommunication devices in their vehicle while it is moving unless used in conjunction with handsfree technology.

## **INFRACTION PENALTIES: 9-21-8**

- » Infractions may go to A Infractions if they result in bodily injury.

# PERFORMANCE MEASURES AND TARGETS

The performance targets and current numbers for outcome measures for 2011-2020 are displayed in Figure 1 below. In 2019, Indiana began reporting performance target outcomes using the federal fiscal year reporting period of October 1, 2018, through September 30, 2019. This practice was continued in 2020 using the reporting period of October 1, 2019 through September 30, 2020. Previous year performance target outcomes were not adjusted and remain a standard annual calendar year reporting period. FY2018 data was updated to match the FARS data released by NHTSA in 2020. Following Figure 1 are bar charts for each performance measure for 2020. The last column in each chart, provides reference to the 2020 Performance Metric Target established in the 2020 Indiana Highway Safety Plan.

In FY2020, Indiana exceeded established metrics for five of eleven (5 of 11) NHTSA Core Measures. Traffic fatalities increased from FY2019 to FY2020, from 819 to 850, an increase of 3.8%. Although the established metrics for unrestrained fatalities, speed related fatalities, and pedestrian fatalities were not met, each category saw improvement from FY2019 numbers. Specific data related to each program measure, including program measure outcomes, can be found in the subsequent section of this report.

Beginning for the first time in FY2020 and continuing into FY2021, the Traffic Research Associate compiles a weekly update on fatalities year-to-date with a comparison to the prior three years that is shared with grantees to help them monitor progress. Additionally, at the end of each fiscal quarter the Research Associate distributes an update on the current progress towards the eleven NHTSA Core Measures, broken down by the six Traffic Safety Regions within the state. These updates are used to facilitate focused enforcement on improvable metrics in a proactive manner.

Figure 1: Performance Targets and Current Figures

ANNUAL STATISTICS FOR TRAFFIC SAFETY PERFORMANCE MEASURES													
Outcome Measure	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Targets 2020^	Sources	
												Data Source 2000-2018	Data Source 2019-2020
C-1 Traffic Fatalities	751	781	784	745	817	829	916	858	819*	850*	908	FARS	ARIES
C-2 Incapacitating Injuries	3,405	3,816	3,441	3,353	3,695	3,505	3,507	3,230	3,659**	4,471**	3,498	INDOT	ARIES
C-3 Fatalities Per 100 Million Vehicle Miles Traveled	0.98	0.99	1.00	0.94	1.04	1.00	1.12	1.05	0.95	1.15*	1.10	FARS	FARS/INDOT Projected
C-4 Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	192	214	202	190	221	251	208	210	301*	285*	223	FARS	ARIES
C-5 Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	207	230	199	160	170	212	262	227	133*	124*	198	FARS	ARIES
C-6 Speeding-Related Fatalities	153	185	218	204	233	213	210	188	204*	195*	217	FARS	INDOT Portal
C-7 Total Motorcycle Fatalities	118	152	115	124	108	101	149	117	108*	110*	119	FARS	ARIES
C-8 Unhelmeted Motorcycle Fatalities	95	116	82	89	79	72	105	89	69*	89*	85	FARS	ARIES
C-9 Drivers Aged 20 and Under Involved in Fatal Crashes	100	130	104	87	120	107	123	121	101*	101*	113	FARS	ARIES
C-10 Pedestrian Fatalities	62	59	76	78	96	87	101	114	99*	95*	93	FARS	ARIES
C-11 Bicyclists and Other Cyclists Fatalities	11	15	14	12	12	19	13	22	16*	15*	14	FARS	ARIES
B-1 Observed Seatbelt Usage Rate (%)	93.2	93.6	91.6	90.2	91.9	92.4	93.0	93.4	94.9	94.9"	92.2	CRS	CRS
A-1 *Number of Seat Belt Citations During Grant Funded Enforcement	99,077	82,961	70,134	65,542	63,383	54,704	46,311	45,284	30,190	19,593	-	OPO	OPO
A-2 *Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	7,907	7,950	6,916	5,983	4,993	5,776	5,966	5,556	4,817	5,788	-	OPO	OPO
A-3 *Number of Speeding Citations and Arrests During Grant Funded Enforcement	86,702	56,181	53,732	48,092	71,638	52,608	50,244	45,512	44,749	36,752	-	OPO	OPO
16 Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.66	1.78	1.83	1.61	1.85	1.67	1.90	1.76	-	-	1.79	FARS	FARS
17 Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.57	0.52	0.51	0.55	0.59	0.56	0.70	0.64	-	-	0.60	FARS	FARS
18 Motorcycle Fatalities per 100k Registrations	57.73	68.13	52.60	55.69	48.35	45.17	59.46	46.63	42.69	50.91*	51.42	FARS	ARIES
19 Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.27	0.29	0.25	0.25	0.22	0.26	0.32	0.28	0.15	0.15*	0.25	FARS	FARS
20 Children Aged 15 and Under Killed in Traffic Collisions	38	30	40	20	35	20	42	33	37*	32*	32	PPI	ARIES

Sources: U.S. Department of Transportation and NHSTA Traffic Safety Facts: Indiana 2012-2015 Final and FARS 2017 ARF, OPO Database, Indiana University Public Policy Institute (PPI), Purdue University Center for Road Safety (CRS), Indiana Bureau of Motor Vehicles (BMV), Indiana Department of Transportation (INDOT), daily Fatality Analysis Reporting System (FARS) Indiana Fatality Report, United States Census Bureau (US Census), Federal Highway Administration Highway Statistics, and the Indiana State Police Automated Reporting Information Exchange System (ARIES).

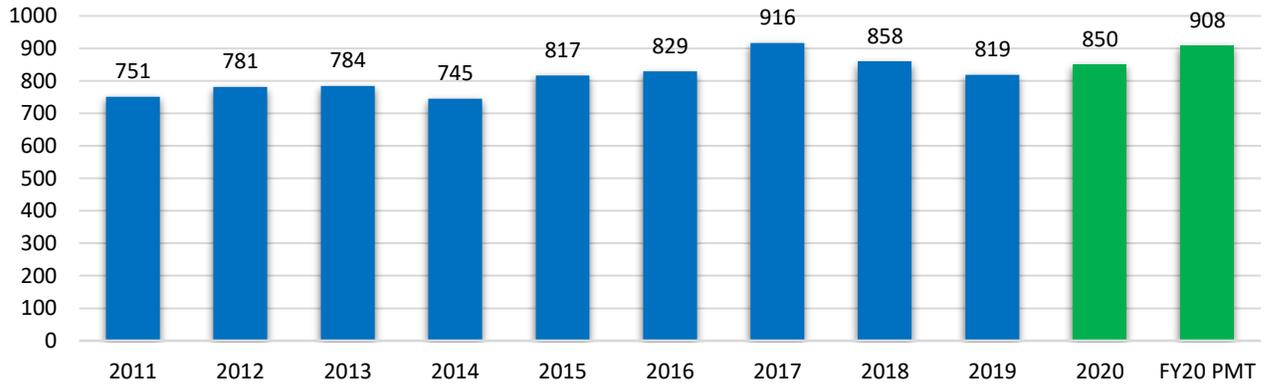
\* Denotes a federal fiscal year statistic

^ 2020 Targets taken from FY 2020 HSP based on projections of 5 year rolling averages

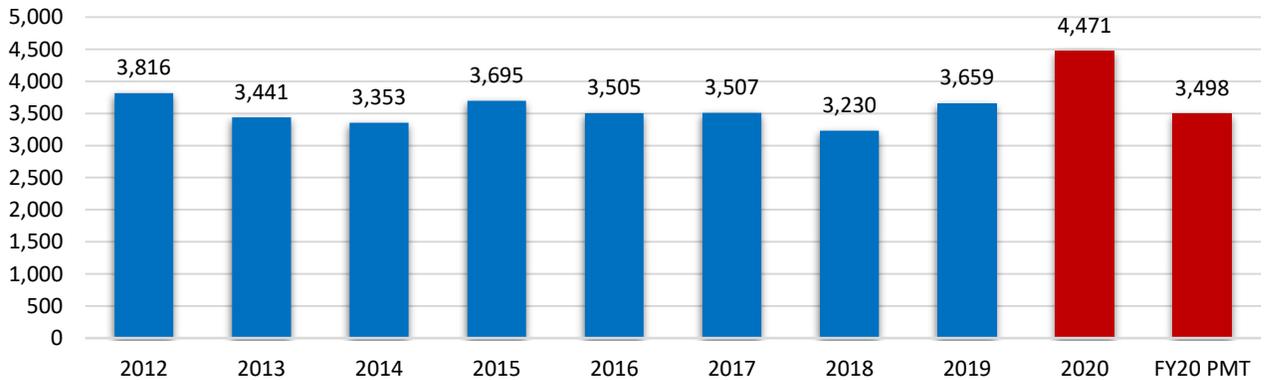
\*\*Reported most severe injury to include: crush injury, fracture/dislocation, internal, severe bleeding, severe burn, severed and unconsciousness.

"Indiana exercised the waiver authorized under the CARES Act of 2020 and a Seatbelt Survey was not conducted in 2020. Seatbelt survey data represented in this chart is data carried forward from 2019

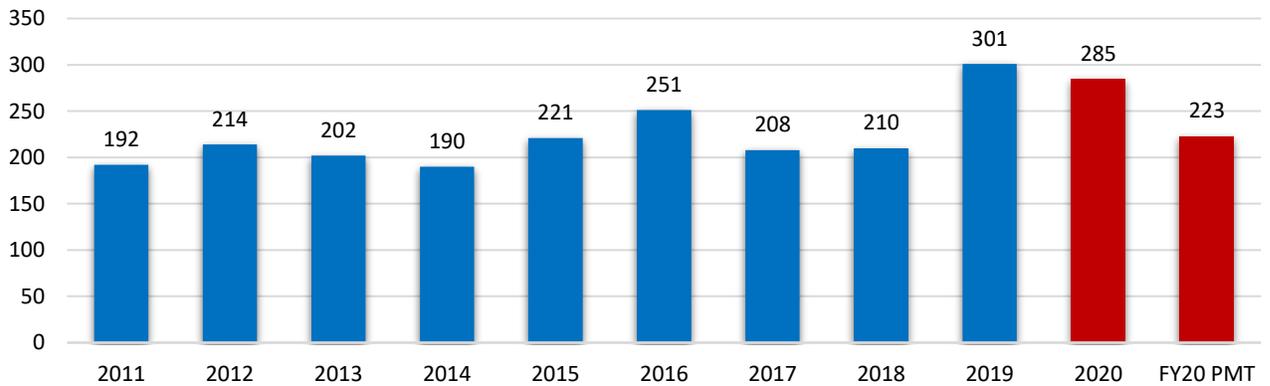
### TRAFFIC FATALITIES, 2011-2020



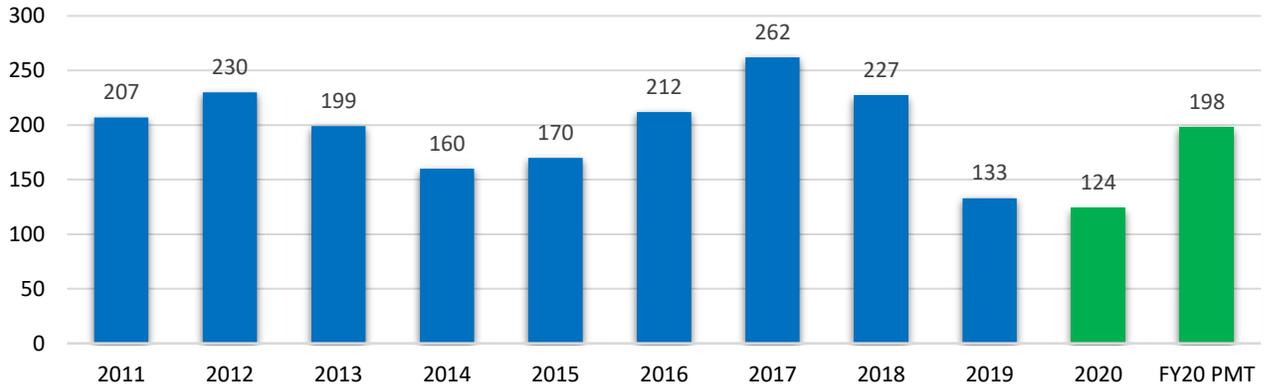
### INCAPACITATING INJURIES, 2011-2020



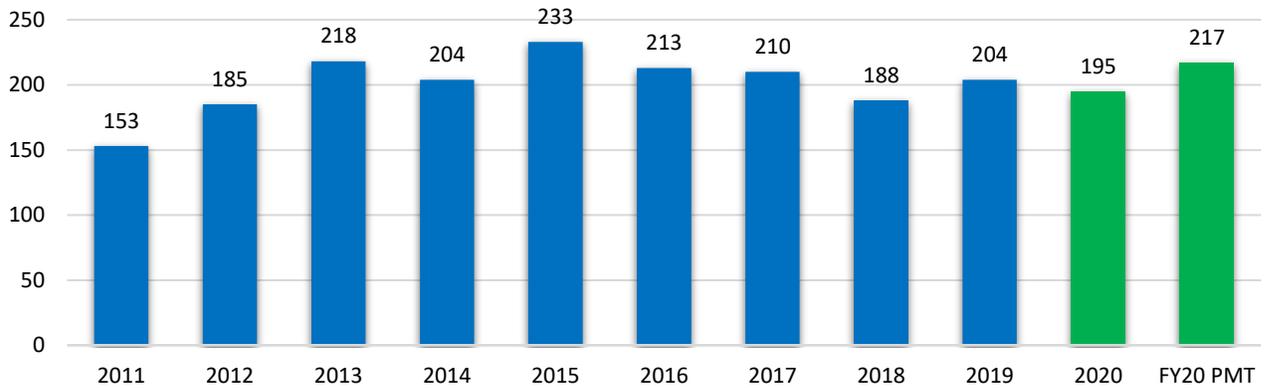
### UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, 2011-2020



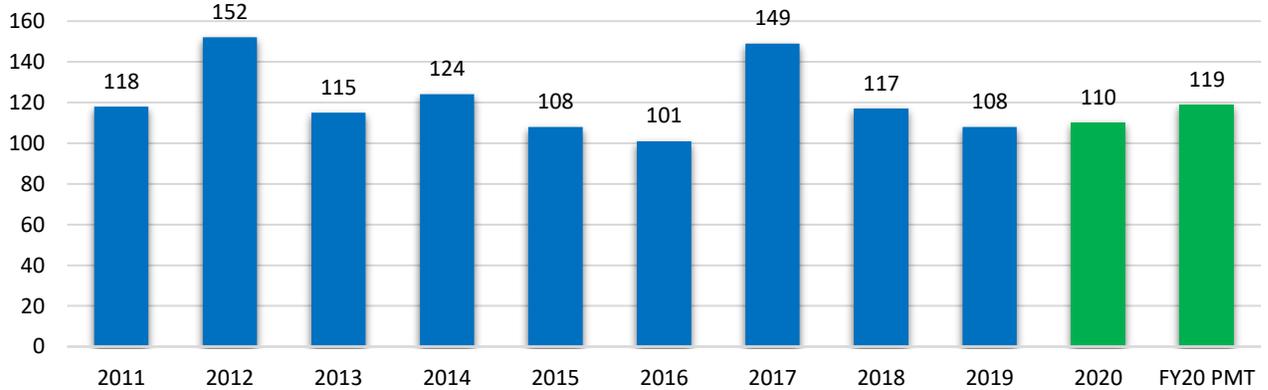
**FATALITIES INVOLVING DRIVER OR MOTORCYCLE OPERATOR WITH .08 BAC OR ABOVE, 2011-2020**



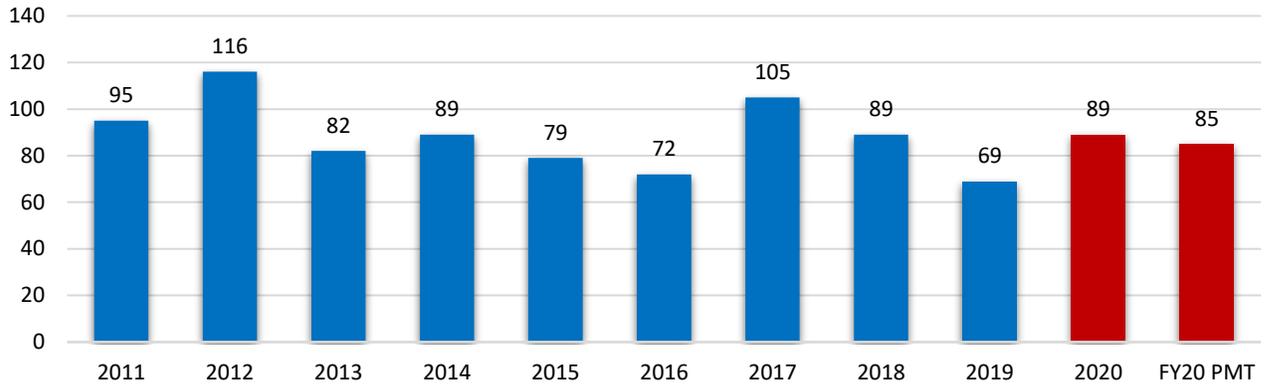
**SPEEDING RELATED FATALITIES, 2011-2020**



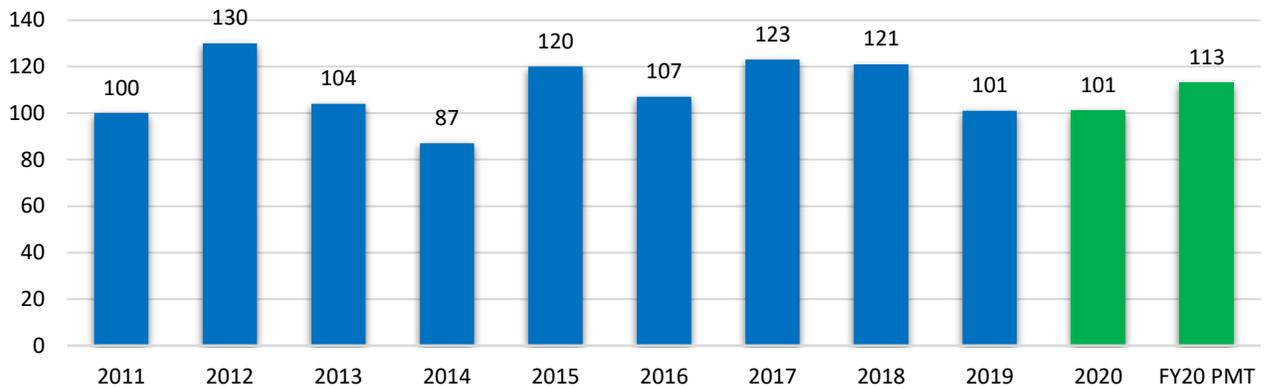
**TOTAL MOTORCYCLE FATALITIES, 2011-2020**



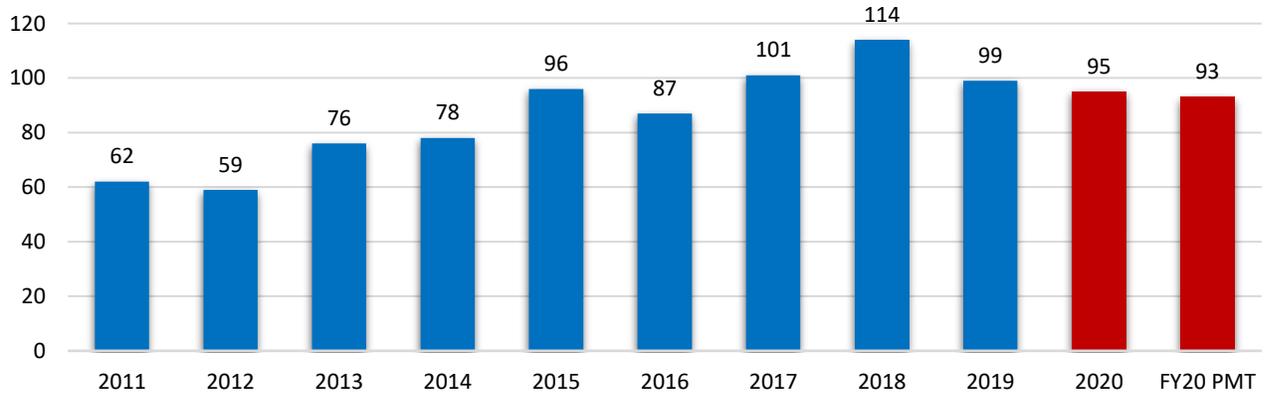
### UNHELMETED MOTORCYCLE FATALITIES, 2011-2020



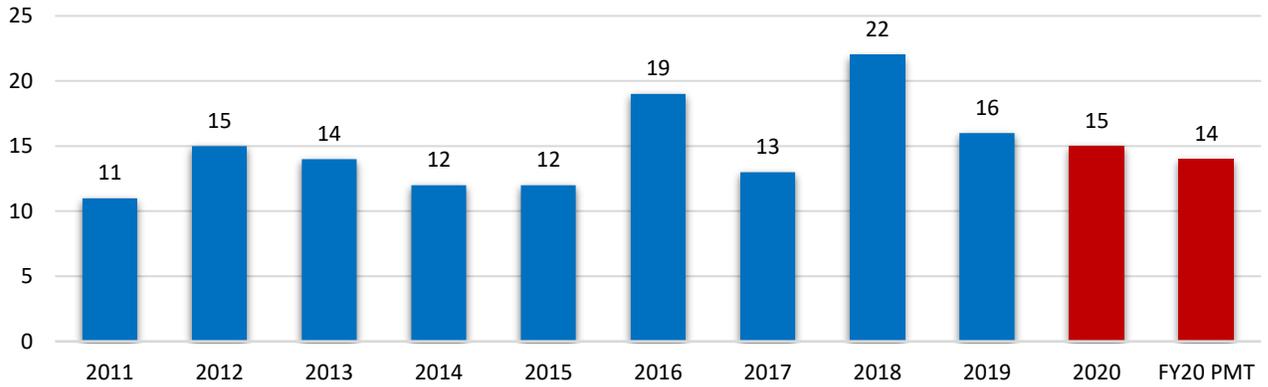
### DRIVERS AGED 20 AND UNDER INVOLVED IN FATAL CRASHES, 2011-2020



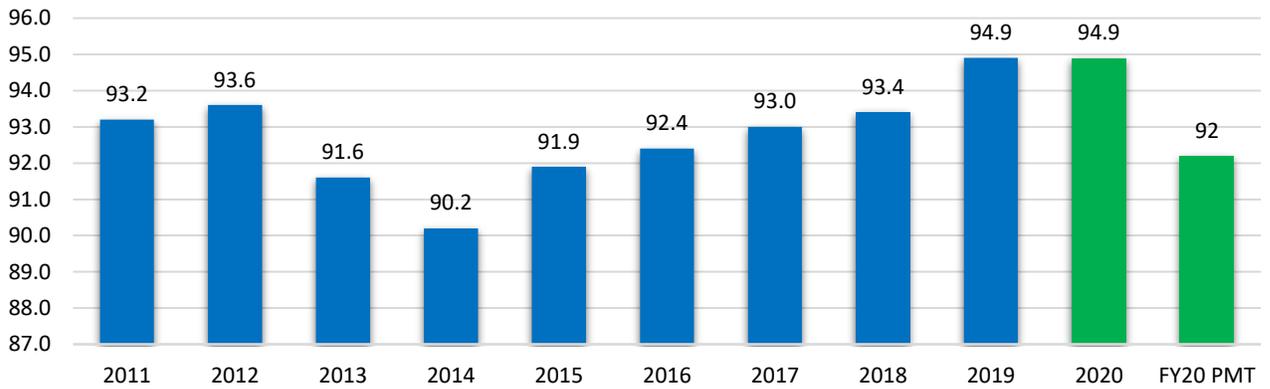
### PEDESTRIAN FATALITIES, 2011-2020



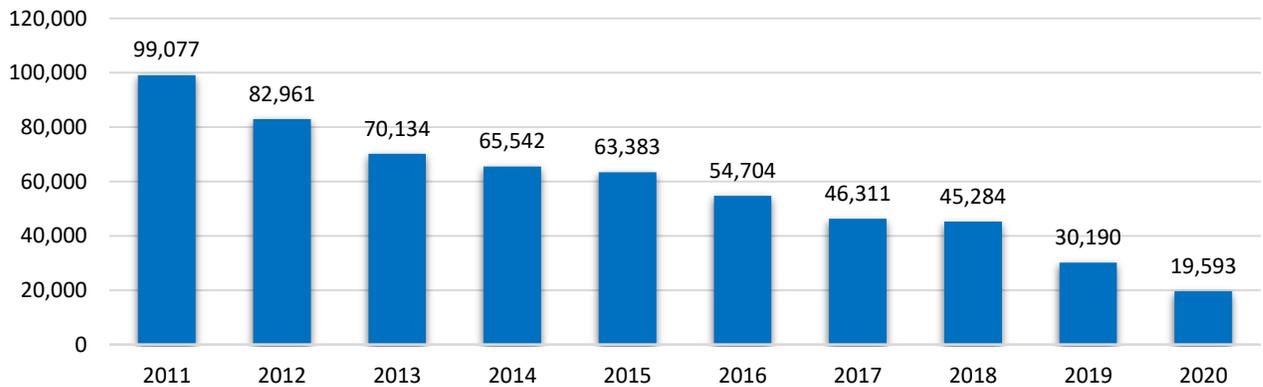
### BICYCLIST AND OTHER CYCLISTS FATALITIES, 2011-2020



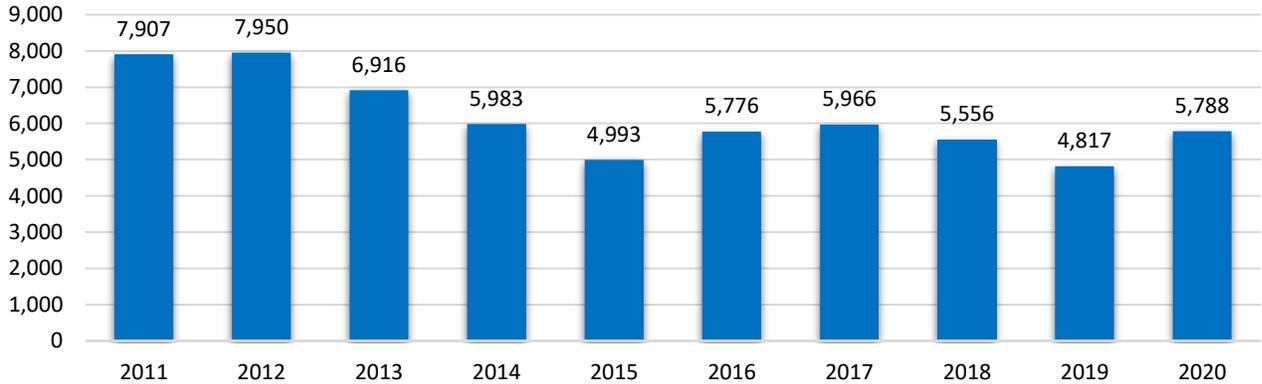
### OBSERVED SEATBELT USAGE RATE (%), 2011-2020



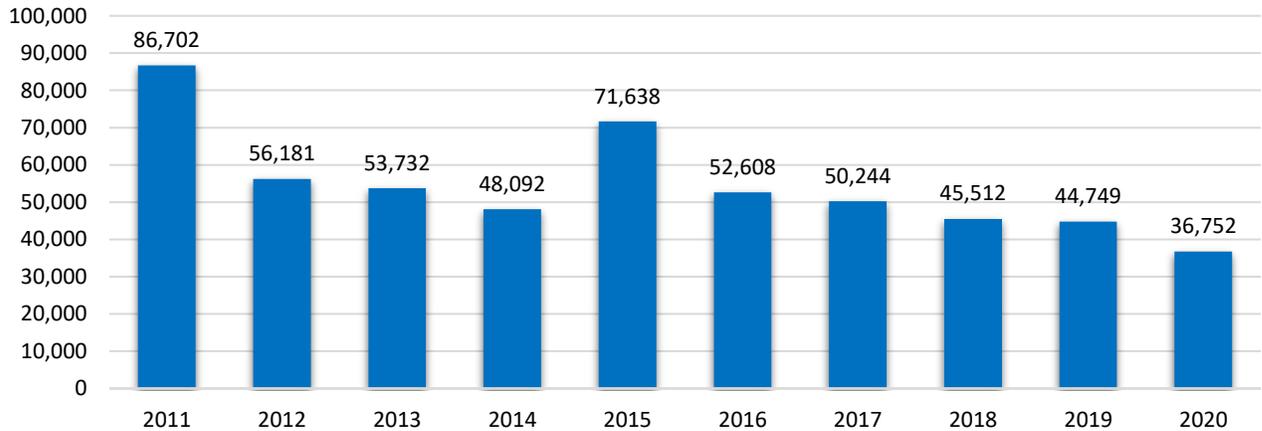
### NUMBER OF SEAT BELT CITATIONS DURING GRANT FUNDED ENFORCEMENT, 2011-2020



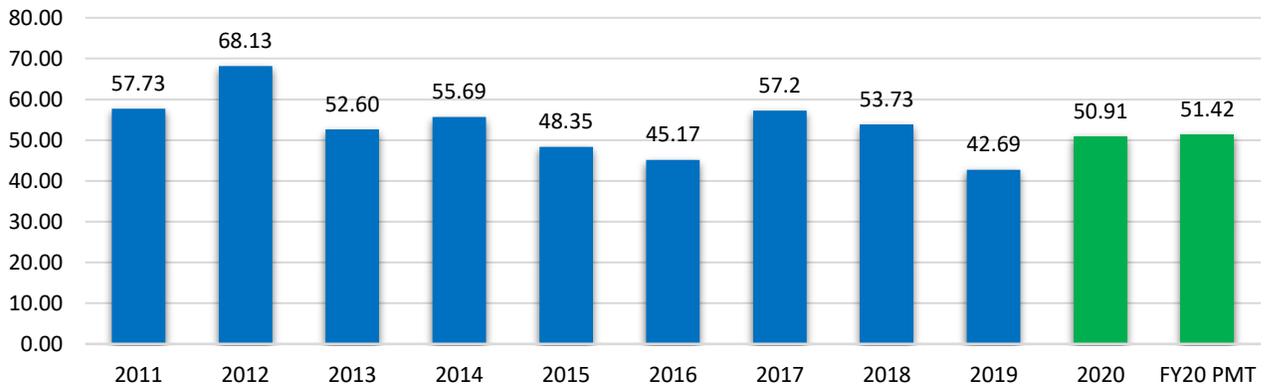
### NUMBER OF IMPAIRED DRIVING CITATIONS AND ARRESTS DURING GRANT FUNDED ENFORCEMENT, 2011-2020



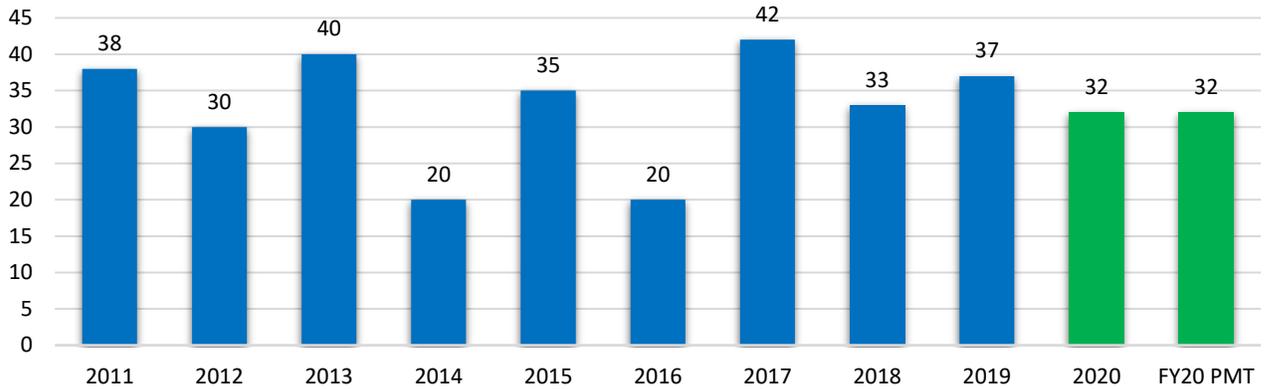
### NUMBER OF SPEEDING CITATIONS AND ARRESTS DURING GRANT FUNDED ENFORCEMENT, 2011-2020



### MOTORCYCLE FATALITIES PER 100K REGISTRATIONS, 2011-2020



**CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS, 2011-2020**



During FY2020, ICJI sustained a constant process of review and assessment of projects within the current HSP. All Performance Metric Targets for FY2020 were established using an average of the previous five years of performance data. In assessment of PMT's, which were not met during FY2020, changes were implemented for the FY2021 HSP.

Funding was increased in the FY2020 HSP for Pedestrian and Bicycle Programs by 200% and consideration was permitted for law enforcement agencies to purchase bicycle patrol equipment to engage this specific target group on bicycles versus motor vehicle patrol utilizing section 402 funds. Data shows that the majority of the pedestrian fatalities occur within two-time spans covering two hours, with a prevailing theme of pedestrians failing to utilize crosswalk designated areas. This data was specifically provided for enforcement programs as target periods for enforcement to reduce the number of pedestrian fatalities. In absence of qualifying for 405H funds in FY2021, Indiana will continue this planned project with 402 funds to meet performance metric targets.

Children age 15 and under represent more pedestrian and bicyclist fatalities than any other age group, which furthers the need for the above pedestrian and bicycle enforcement and education activities.

During FY2020, and continuing through FY2021, ICJI conducted an education campaign with Indiana law enforcement agencies responsible for completing crash reports with specificity to the importance in the definition of "Incapacitating Injury" and the need for these injuries to be recorded appropriately. ICJI partnered with INDOT to utilize their platform of INDOT Answers and the Indiana State Department of Health to verify through Trauma Registry Database the validity of the officer indicated severity of injury.

As an overall traffic safety improvement process with linking speed, unrestrained occupants, and incapacitating injuries, in FY2020 Indiana worked to conduct an awareness campaign of "Click It to Live It" for increased seat belt use and a reduction in incapacitating injuries. This theme was not able to be initiated in March of 2020 due to COVID-19 isolations and movement to remote working. This program will continue in FY2021 planned projects.



## MOBILIZATION ENFORCEMENT SUMMARY

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 days of national mobilizations where activity was conducted under DUI Taskforce Operations. Within the CHIRP projects awarded to locals and ISP funding for enforcement totaled \$6,050,000.

With overall enforcement reduced as an effect of COVID-19, total enforcement expenditures were \$1,931,000, with 43% of those funds being expended in support of National mobilizations at \$827,000.

*Citations During All National Blitz Enforcement Activities, FY 2020*

Citations	Blitz 100 Safe Family Travels	Blitz 101 Saint Patrick's Day	Blitz 102 Stop Arm Violation	Blitz 103 Click it or Ticket	Blitz 104 Drive Sober or Get Pulled Over	Total 2020
Seat Belt	2,066	1,073	26	130	784	4,079
Child Restraint	92	76	4	2	59	233
Misdemeanor DUI	69	86	0	2	189	346
Felony DUI	12	17	0	0	36	65
Drug DUI	10	19	0	0	22	51
Underage Alcohol	17	12	0	0	13	42
Suspended License	414	582	24	9	706	1,735
Speed	2,459	4,894	507	14	3,689	11,563
Motorcycle Permit/ License Violation	8	16	0	0	23	47
Criminal Misdemeanor	154	225	3	6	275	663
Criminal Felony	59	57	4	2	125	247
Texting	25	16	15	0	222	278
All Others	2,449	3,179	206	6	3,815	9,655
Citation Total	7,824	10,252	789	171	9,936	28,972
Warning Total	4,164	6,488	863	395	6,864	18,774
Total Enforcement Activity	1,227	1,637	1,211	42	1,316	5,433
Officers Working	459	597	222	18	483	1,779
Hours Worked	4,275.29	5,967	2,917	200.5	6,201	19,560.79
Funds Expended	\$180,408.16	\$255,059.54	\$125,512.65	\$7,757.12	\$265,570.39	\$834,307.86
Contacts Per Hour	3.33	3.20	0.57	3.26	3.39	2.75

Source: OPO database

Several of TSD's data partners collect, track, compile, and analyze data used by the TSD to make programmatic adjustments to advance towards achieving performance targets. The data compiled in the figure below (*Citations During Grant Funded Enforcement Activities, FY 2020*) was recorded from the Operation Pull Over (OPO) database. Law enforcement agencies report grant funded activities directly into this database. During FY2020 a total of \$3,24,141.11 was spent on grant funded enforcement activities.

*Citations during all Grant Funded Enforcement Activities, FY 2020*

Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2020
<b>Seat Belt</b>	12,295	38	1,609	5,651	19,593
<b>Child Restraint</b>	408	23	151	277	859
<b>Misdemeanor DUI</b>	69	77	2,676	153	2,975
<b>Felony DUI</b>	14	28	347	25	414
<b>Drug DUI</b>	14	39	455	35	543
<b>Underage Alcohol</b>	4	0	106	30	140
<b>Suspended License</b>	1,767	114	2,512	2,393	6,782
<b>Speed</b>	7,409	114	8,414	20,815	36,752
<b>Motorcycle Permit/License Violation</b>	55	2	77	41	175
<b>Criminal Misdemeanor</b>	371	24	2,632	808	3,835
<b>Criminal Felony</b>	151	10	846	260	1,267
<b>Texting</b>	155	1	271	422	849
<b>All Others</b>	7,195	629	10,792	12,923	31,539
<b>Grand Total</b>	<b>29,893</b>	<b>1,060</b>	<b>30,433</b>	<b>43,798</b>	<b>105,184</b>

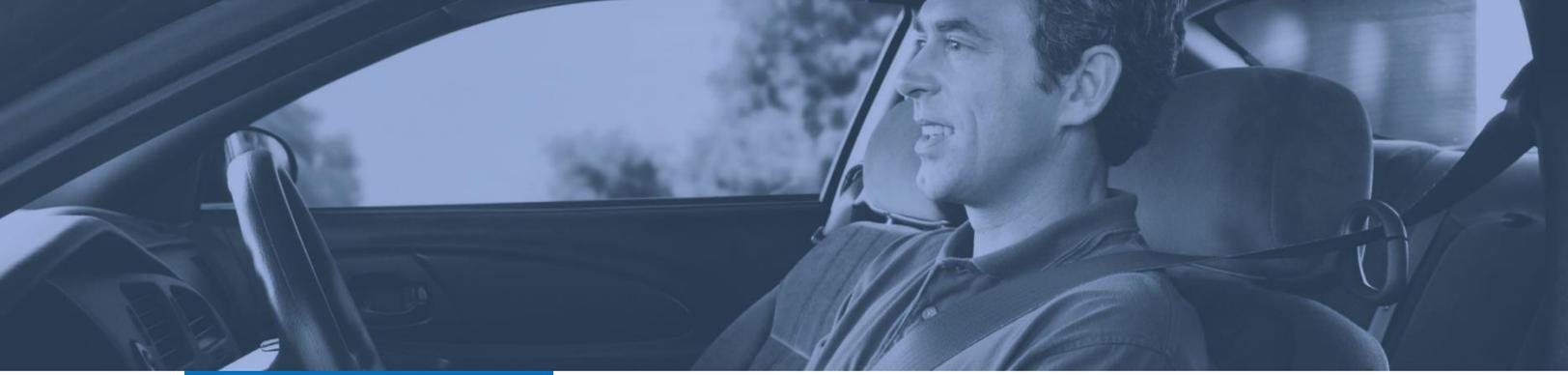
Sources: OPO database: OPO, DUIEP, DDE, PED-BIKE, S.A.V.E.

Three enforcement projects not implemented during FY2019 were funded and implemented in FY2020 through the use of the comprehensive application process, CHIRP. These projects included the Operation Belt Up (OBU) Project, the Summer Impaired Driving Enforcement (SIDEPE) Project, and the Motorcycle High Visibility Enforcement (MHVE) Project. Each project is highlighted in their respective section in this report.

FY 2020

Indiana Criminal Justice Institute

# OCCUPANT PROTECTION



# OVERVIEW

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

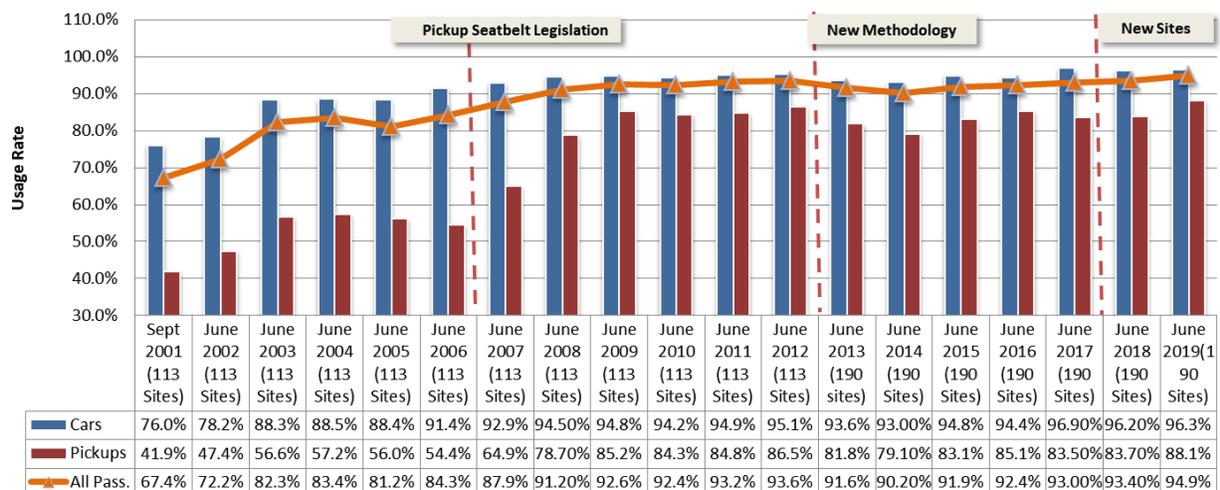
Data from FY2020 indicates a relationship between speed related fatalities and unrestrained fatalities, with 52.8 percent of speed related fatalities listed as unrestrained. Additionally, these collisions most often happen due to unsafe speed (88.7%) rather than speed too fast for weather conditions (11.3%). Therefore, in order to effectively reduce fatalities, Indiana places a focus on both restraint use and speed reduction.

In FY2020, there were an estimated 285 unrestrained vehicle fatalities. The number of unrestrained passenger fatalities in FY2020 decreased 5.3 percent from FY2019 (301). Pickup trucks specifically saw improvement with 62 unrestrained fatalities in FY2020, compared to 66 in FY2019, a 6.1 percent reduction.

In 2020, with the impact of COVID-19, Indiana utilized the waiver provided within the CARES Act of 2020 and did not conduct an observational seat belt survey. For NHTSA purposes Indiana will utilize the results of the 2019 survey, which was managed by Purdue University: Center for Roadway Safety as a project of the TSD. Beginning in 2013, seat-belt usage rates were calculated using a new formula and in 2018 a new set of survey sites.

Historically, seat-belt usage rates of pickup truck occupants are lower than cars; therefore, one of ICJI’s primary focuses was improved restraint usage data on this class of occupants. Utilizing the new formula, survey sites, and observers, the survey results found pickup truck occupant usage rates for 2019 to be 88.1 percent. This increase of 4.4 percent provided for the first time since passenger car use exceeded 96 percent that the usage rate for pickup trucks was less than 10 percent (8.2%).

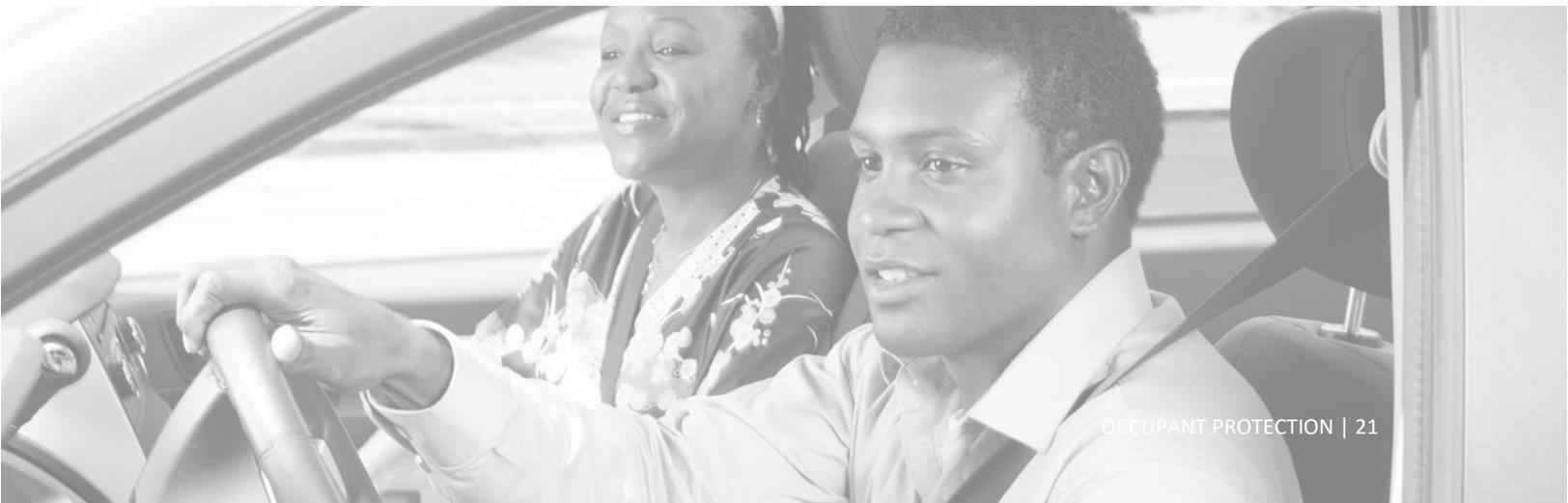
Seat Belt Usage Rates 2001-2019. Indiana utilized the waiver provided within the CARES Act of 2020 and did not conduct an observational seat belt survey.



Source: Purdue University Center for Roadway Safety

Percentage of Restrained Drivers in Cars and Pickups and Their Compliance Gap. Indiana utilized the waiver provided within the CARES Act of 2020 and did not conduct an observational seat belt survey.

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



## PLANNED PROJECTS

### PROGRAM MANAGEMENT – OCCUPANT PROTECTION

**Project Number: OP-2020-01-00-00**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the Occupant Protection Program Manager coordinated and oversaw occupant protection initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, as well as promoting education and enforcement of occupant protection laws, first line supervisor for LEL Program. Costs include program management salary, benefits, and travel costs to conferences and trainings are included in this project.

### OPERATION BELT UP - OBU

**Project Number: PS-2020-00-01-00**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-4, B-1, A-1, 16, 17, 20

The Operation Belt-Up project promotes a coordinated effort to improve occupant protection strategies, and reduce injuries and fatalities related to seat belt usage. These funds were used to support seat belt enforcement outside of blitzes, which was an attempt to lower the unrestrained collision rate. In FY2020, there were 514 fatalities in rural Indiana (60.5% of all fatalities), with 50 percent of rural fatalities being unrestrained, while 42 percent of urban fatalities were unrestrained. This project was prioritized towards the top 30 counties, representing the highest rates of unrestrained individuals involved in collisions per 10k county population in 2018. Agencies within the identified targeted counties were given priority for funding.

In FY2020, 15 law enforcement agencies were funded for Operation Belt Up. These agencies were: Lafayette Police Department, Winona Lake Police Department, LaPorte County Sheriff's Office, Shelby County Sheriff's Department, Angola City Police Department, Jasper Police Department, Huntingburg Police Department, Knox County Sheriff's Department, Decatur County Sheriff Department, Wabash County Sheriff's Department, Wabash City Police Department, Franklin County Sheriff's Office, Tipton County Sheriff's Office, and Tell City Police Department. They conducted 246 patrols totaling 549 hours.

#### Citations During OBU Grant Funded Enforcement Activities, FY 2020

Citations	Total 2020
Seat Belt	360
Child Restraint	9
Misdemeanor DUI	2
Felony DUI	1
Drug DUI	0
Underage Alcohol	0
Suspended License	28
Speed	101
Motorcycle Permit/ License Violation	1
Criminal Misdemeanor	14
Criminal Felony	16
Texting	0
All Others	63
<b>Total Citations</b>	<b>593</b>
<b>Total Warnings</b>	<b>1,022</b>
<b>Grand Total</b>	<b>1,615</b>

Source: OPO database: OBU

**CLICK IT TO LIVE IT PROGRAM**

**Project Number: OP-2020-02-00-00**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20



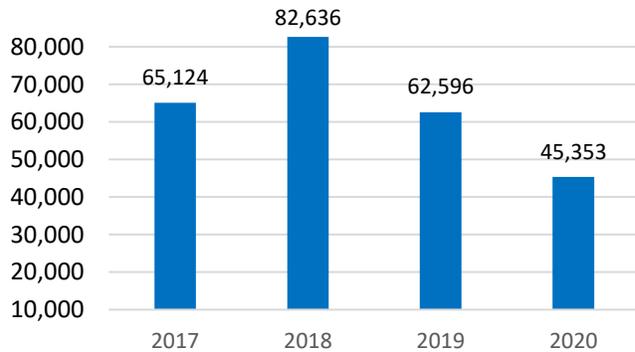
**IT'S YOUR LIFE**

ICJI continued its work toward increasing Indiana’s seat-belt usage rate and reducing the number of unrestrained traffic fatalities and by funding overtime enforcement through the OPO program. During FY2020, there were 237 participating agencies, many of which collaborated to utilize combined team-based efforts for 43 traffic safety partnerships. The efforts from this program continued to demonstrate that they are a proven countermeasure, with the increases use of seat belts in pickup trucks and passenger cars, which directly contributes to the reduction of unrestrained passenger fatalities from FY2019 to FY2020 of 5.3 percent. Agencies averaged 3.13 contacts per hour and issued 1.01 seat belt/child restraint citations per hour. Agencies arrested an impaired driver every 22.51 hours. Officers working enforcement programs worked a total of 45,352 hours and issued 125,556 citations and warnings, of which 62 percent were citations. The total hours for all agencies in FY2020, including ISP and local agencies, is reflected in the bar graph below. Indiana State Police (ISP) specific enforcement activity is detailed in ISP specific projects later in this report.

**Citations During CITLI Grant Funded Enforcement Activities, FY 2020**

Citations	Total 2020
Seat Belt	17,011
Child Restraint	684
Misdemeanor DUI	466
Felony DUI	85
Drug DUI	81
Underage Alcohol	51
Suspended License	4,498
Speed	31,009
Motorcycle Permit/ License Violation	113
Criminal Misdemeanor	1,506
Criminal Felony	535
Texting	647
All Others	21,410
<b>Total Citations</b>	<b>77,930</b>
<b>Total Warnings</b>	<b>47,459</b>
<b>Grand Total</b>	<b>125,389</b>

*OPO Hours Worked by Law Enforcement Agencies*



*OPO Agency Activities; Includes ISP and Local Agencies in Totals*

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

Source: OPO Database: CITLI

## DISTRACTED DRIVING ENFORCEMENT PROGRAM

**Project Number: FEXS-2020-01-00-00**

*Funding Source: 405E Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

The Distracted Driving Grant promotes innovative initiatives among law enforcement agencies to reduce injuries and fatalities related to Distracted Driving. Agencies were required to document the ordinances to be enforced and/or demonstrate creativity in how they were addressing media messaging and enforcement. ICJI awarded grants to innovative high visibility projects, such as using police spotters in higher vehicles such as buses to facilitate observing violations. Since Indiana's Hands-Free Device Driving Law went into effect on July 1, 2020, more citations were issued during the last three months of the fiscal year than the last five years combined.

### INDIANA STATE POLICE

**Project Number: PS-2020-10-00-08**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

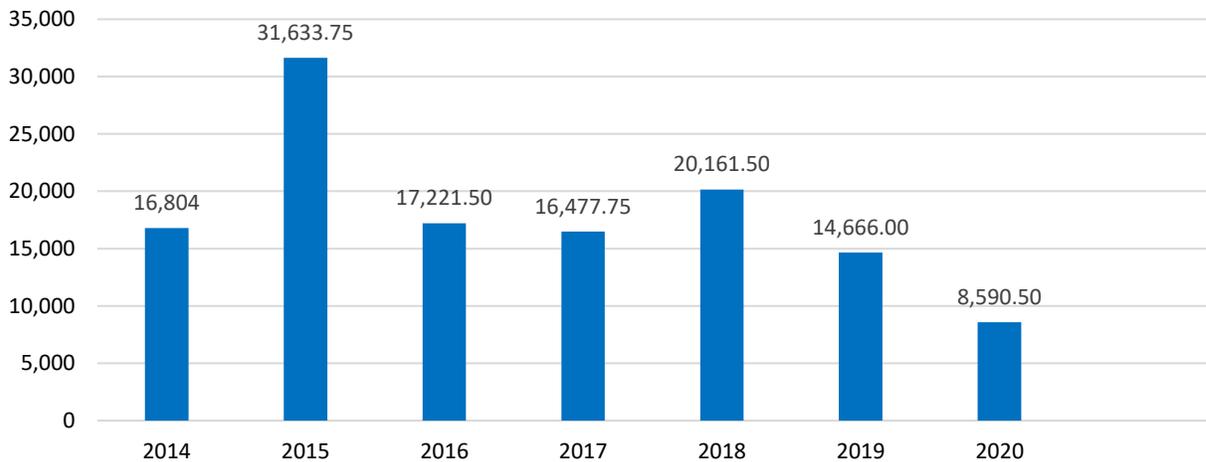
During FY2020, ISP worked all four blitz mobilizations, including two national mobilizations. Primary focus of these overtime enforcement activities for this project is occupant protection. Activity included troopers issuing 11,341 citations (44.5%) and 14,140 warnings (55.5%). Of the citations written, 37 were for impaired driving and 1,497 for seat belt violations. Troopers also made 470 criminal arrests, of which 116 (24.7%) were felony level offenses.

### Citations During DDE Grant Funded Enforcement Activities, FY 2020

Citations	Total 2020
Seat Belt	1,209
Child Restraint	51
Misdemeanor DUI	1
Felony DUI	1
Drug DUI	0
Underage Alcohol	0
Suspended License	215
Speed	275
Motorcycle Permit/ License Violation	5
Criminal Misdemeanor	21
Criminal Felony	13
Texting	140
All Others	1,912
<b>Total Citations</b>	<b>3,843</b>
<b>Total Warnings</b>	<b>832</b>
<b>Grand Total</b>	<b>4,675</b>

*Source: OPO Database: DDE*

OPO Hours Worked by Indiana State Police

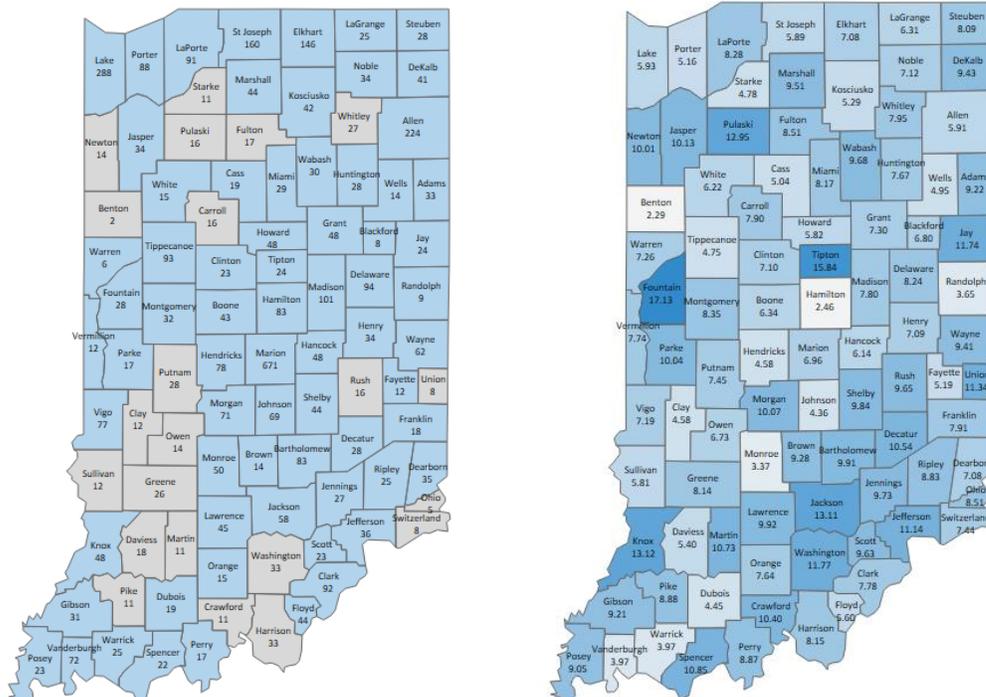


Citations during Grant Funded Enforcement Activities for the ISP, FY 2020, 402 Funds			
Citations	Seat Belt Patrols	Other Patrols	Total 2020
Seat Belt	63	1,434	1,497
Child Restraint	1	28	29
Misdemeanor DUI	1	36	37
Felony DUI	0	0	0
Suspended License	7	579	586
Speed	165	7,144	7,309
Motorcycle Permit/ License Violation	0	0	0
Criminal Misdemeanor	0	354	354
Criminal Felony	0	116	116
Texting	0	202	202
All Others	10	1,201	1,211
<b>Grand Total</b>	<b>247</b>	<b>11,094</b>	<b>11,341</b>
<b>Warnings</b>	<b>293</b>	<b>13,847</b>	<b>14,140</b>

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

The maps below show the number of unrestrained collisions per county, the rate of unrestrained collisions per 10,000 population, and identifies counties which received OPO funding. For the figure on the left, blue areas represent recipient counties of funding during FY2020, while the gray areas represent non-recipient counties. The map also includes the total number of unrestrained collisions in each county. The figure on the right shows the rate of unrestrained collisions per 10,000 population. The darker blue counties have a higher rate while the lighter blue counties have a lower rate. Fountain County represented the highest rate per 10,000 with a rate of 17.13, and Benton County had the lowest rate at 2.29. Using this visual representation method and quantifying the problem in respect to population has allowed for problem identification in specific areas. As an assessment tool of this project, the map identifies counties where sustained areas with high visibility enforcement (HVE) are being effective, areas where it is absent, and areas where improvement of efforts are needed with ongoing activities.

2020 Number of Unrestrained Collisions per County. OPO County Funding Map and Unrestrained Collisions per 10,000 Population. Counties in gray do not receive OPO funding.



In FY2020, 59 out of 92 counties (64%) reduced the number of unrestrained collisions, compared to FY2019. The following three maps represent the change in each county. The first map represents the percent change in total number of unrestrained individuals involved in collisions from FY2019 to FY2020. The second map represents the total number of unrestrained fatalities. The third map represents the total number of unrestrained individuals who suffered incapacitating injuries. For each map, blue areas represent counties that improved their numbers from FY2019.

**ALL COLLISIONS**

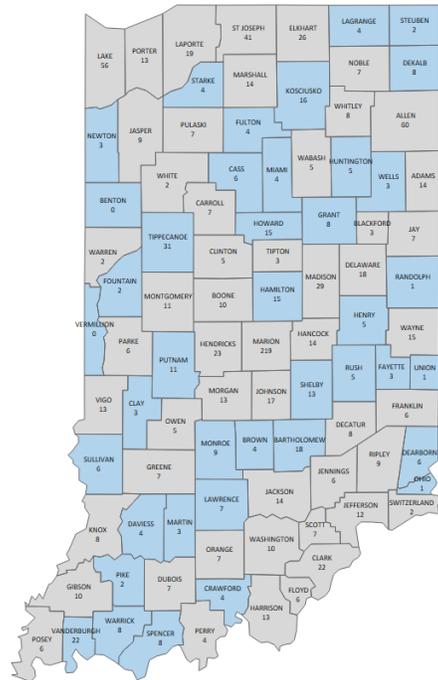
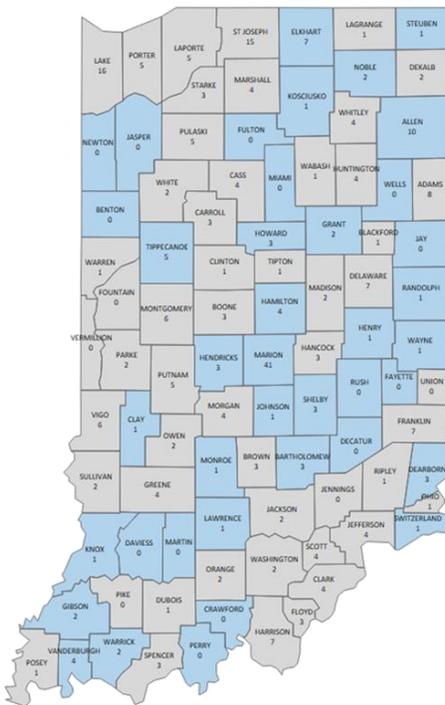
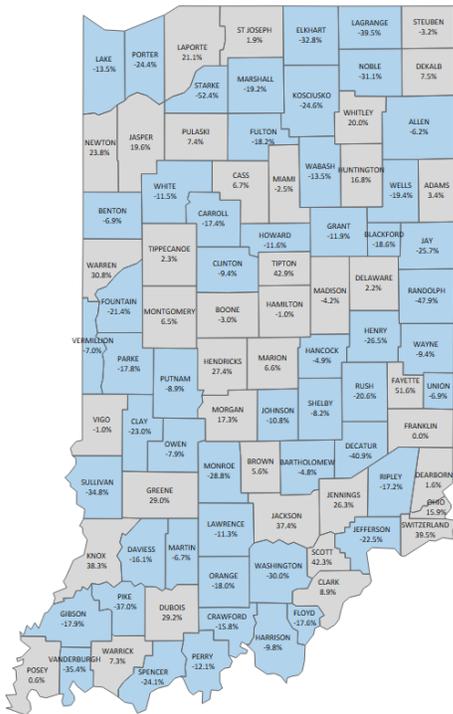
Percent change in unrestrained individuals involved in collisions, between FY2019 and FY2020. Blue areas represent counties that improved more than the state average, which was a 4.8 percent decrease.

**FATALITIES**

Unrestrained fatalities per county in FY2020. Blue areas represent counties that improved from their FY2019 fatalities.

**INCAPACITATING INJURIES**

Unrestrained incapacitating injuries per county in FY2020. Blue areas represent counties that improved from FY2019 incapacitating injuries.



# TRAFFIC RECORDS





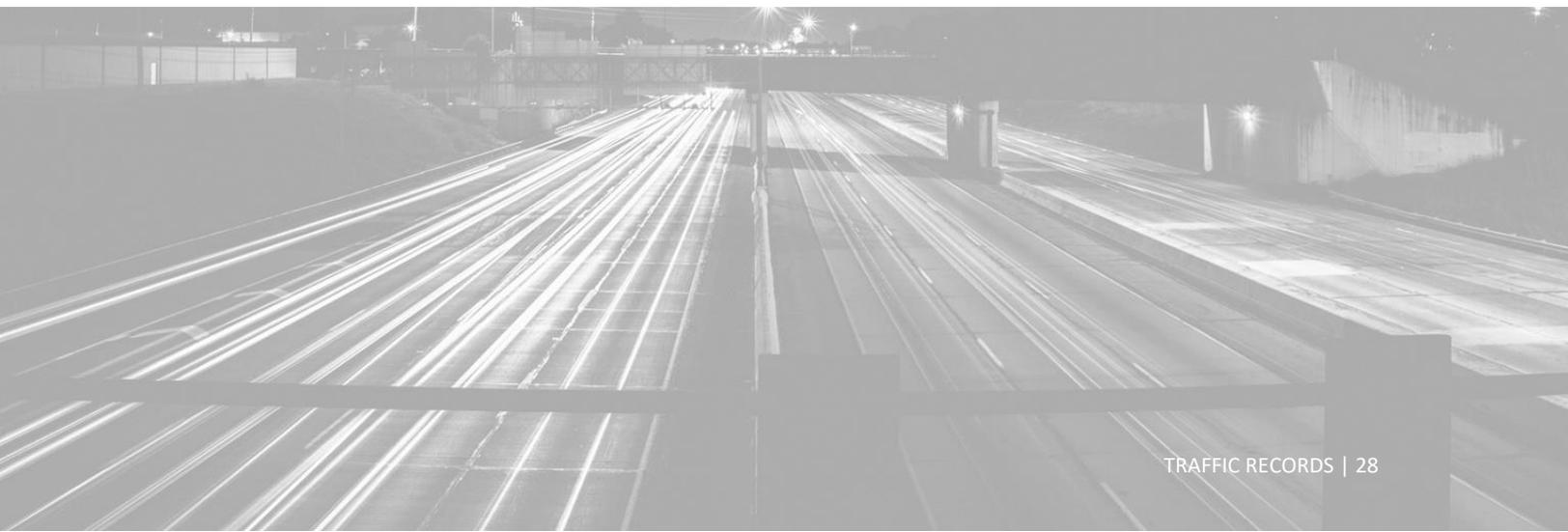
# OVERVIEW

The Traffic Records program creates an integrated traffic records system through a collaboration of all local, state and federal entities responsible for motor vehicle safety. This collaboration includes coordination with the Strategic Highway Safety Plan and the Indiana Department of Transportation to improve traffic information systems across the state. The program is designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway traffic safety programs.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. To assist with this in FY2020, the TSD continued an initiative to reduce the backlog of pending toxicology results for all crashes. As of November 25, 2020, with 850 fatal collisions involving 1,185 drivers reported for FY2020, 756 individuals (63.8% of drivers) were indicated to have been administered a breath or blood test as part of the crash investigation. Of those 756 that indicated a breath or blood test was administered, 487 or 64.2% had recorded results in ARIES. In total, 41% of drivers involved in fatal collisions have a test results recorded in ARIES.

In FY2019, the number of pending toxicology cases pending analysis was reduced by 99.01% from 5,500 to 53. This reduction was maintained throughout FY2020. In December of 2018 the average turnaround time for alcohol analysis was 94.7 days. By December of 2020 the average turnaround time had been reduced to just 25 days. While Indiana had a significant reduction in the number of fatal crashes with drivers above 0.08 BAC, at this time, data is incomplete, and this performance metric will be updated pending the completion of data.

In FY2020, the TSD worked with the Traffic Records Coordinating Committee (TRCC) to identify and implement methods to link toxicology results and crash records to improve upon all aspects of toxicology information within crash records. To improve on the number of fatal crashes where a blood test is administered, the TSD in cooperation with the Indiana State Department of Health, the Indiana Prosecuting Attorney's Council, and the Indiana State Department of Toxicology, launched a Phlebotomy for Law Enforcement Officers Training Course to train officers to be qualified to obtain blood samples at the scene of fatal crashes and suspected impaired driving incidents.



## PLANNED PROJECTS

### PROGRAM MANAGEMENT/TRAFFIC RECORDS COORDINATOR

**Project Number:** M3DA-2020-01-00-00

**Funding Source(s):** 405F and 402 Funds

**Linked PMTs:** C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the Traffic Records Coordinator was responsible for managing Indiana's crash records system, assisting agencies with reporting crashes electronically, and continuing initiatives to improve the timeliness and accuracy of crash records. The Indiana Crash Records assessment was completed in May 2018 and serves as the most recent guide to improve data quality on Indiana crash reports. Like other years, in FY2020, the program coordinator followed a strategic timeline, which outlined when each improvement activity would be conducted. The use of 405F and 402 funds covered the program manager's salary, benefits, and travel costs to traffic record related conferences and training.

### INDIANA UNIVERSITY - PUBLIC POLICY INSTITUTE

**Project Number:** FDL\*TR-2020-01-00-00

**Funding Source(s):** 402 Funds

**Linked PMTs:** C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, grant funds supported services provided by the Indiana University Public Policy Institute (PPI). The project completes an assessment of crash records content for identification of motor-vehicle crash trends, data voids to assess for completeness, and culminates with the creation of Indiana Traffic Safety Fact Sheets. Fact sheets contain traffic-related data for each of the following categories: alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers.

In addition, PPI publishes an annual Indiana Crash Fact Book and County Profiles publication for each of Indiana's 92 counties. PPI submits these documents for review by the TSD and the Research Division of ICJI for a second level of review prior to release. TSD utilizes this information to inform on performance measures, respond to media requests, and provide

data for subgrantees to identify strategies and specific problem identification for grant applications.

These published documents are hosted on the ICJI website at: [www.in.gov/cji/research/crash-statistics](http://www.in.gov/cji/research/crash-statistics).

### PURDUE UNIVERSITY - CENTER FOR ROAD SAFETY

**Project Number:** M3DA-2020-02-00-00

**Funding Source(s):** 402 Funds

**Linked PMTs:** C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the Purdue University's Center for Road Safety (CRS) completed Seatbelt Survey Operations Management and Research and CODES Project activities for TSD. CRS released two publications regarding crash, EMS, and hospital inpatient/outpatient databases. An observed seatbelt usage rate of 94.9 percent in 2019 was an improvement from 93.3 percent in 2019. This seemingly small increase is of significant impact when applied to Indiana's population of 6.8 million, it translates to 108,800 more Hoosiers wearing their seat belt in 2019. A total of 6.45 million Hoosiers used their seatbelt when in a vehicle in 2019. For more information regarding the seat belt survey, reference the *Occupant Protection* section of this report.

### INDIANA STATE DEPARTMENT OF HEALTH TRAUMA DATABASE

**Project Number:** M3DA-2020-05-00-00

**Funding Source(s):** 405C Funds

**Linked PMTs:** C-1:C-11, B-1, A-1:A-3, 16-20

The Indiana Trauma Registry (ITR) provides the means to monitor the Indiana trauma system for efficiency and effectiveness in hopes of improving injury data submitted by hospitals for those involved in a traffic crash. There are currently 121 hospitals with emergency departments (EDs) in the state. From FY 2018 through FY 2019, the number of submitting hospitals stayed at a high participation from 111 to 107. From FY 2018 through FY 2019, the number of patient records increased from 279,808 to 311,026. The number of days from the incident to





FY 2020

Indiana Criminal Justice Institute

# IMPAIRED DRIVING



## OVERVIEW

Reducing impaired driving crashes continues to be a primary problem identification area for Indiana. In recent history, Indiana had a lower percentage of fatalities resulting from impaired driving than other states. During FY2020, ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities.

In FY2020, ICJI, local law enforcement and the LELs made an increased effort to promote and support HVE in the form of sobriety checkpoints, sign boards, and patrol car signage. Indiana has also put an increased emphasis on detection of drug impaired operators through the increase in training opportunities for Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. To assist with this in FY2020, the TSD continued an initiative to reduce the backlog of pending toxicology results for all crashes. As of November 25, 2020, with 850 fatal collisions involving 1,185 drivers reported for FY2020, 756 individuals (63.8% of drivers) were indicated to have been administered a breath or blood test as part of the crash investigation. Of those 756 that indicated a breath or blood test was administered, 487 or 64.2% had recorded results in ARIES. In total, 41% of drivers involved in fatal collisions have a test results recorded in ARIES.

Prior to FY2019, agencies were given strict guidance that checkpoints and impaired driving grant funded operations could only be conducted between 6:00 p.m. and 6:00 a.m. Beginning in FY2019 and continuing in FY2020, agencies were encouraged to start checkpoint operations as early as 3:30 – 4:00 p.m., to provide High Visibility Enforcement (HVE) presence to drivers before they consume alcoholic beverages later in the evening. This was part of a further education effort to law enforcement agencies that sobriety checkpoint operations are part of the general deterrence concept and not wholly purposed to enforcement. The Indianapolis Metropolitan Police Department conducting 10 checkpoints in FY2020 that begin prior to 6:00 p.m. and as a result they made 20 arrests for drug or alcohol impaired driving.

Agencies had expressed difficulty to TSD with obtaining necessary officers to adequately staff sobriety checkpoints. Marion County, as home of the state capital of Indianapolis and leads the state in the highest number of OWI crashes annually, utilizes a Traffic Safety Partnership with the Indianapolis Metropolitan Police Department as the lead agency. In Marion County in FY2019, 1,409 collisions were reported where a breath or blood test was administered, and in FY2020, 1,412 such collisions were reported.

In FY2020, there were an estimated 124 alcohol-impaired fatalities (BAC .08 or higher), down from 133 in FY2019. This figure is reported with 52.9 percent of crash reports involving fatal crashes containing complete toxicology results. TSD subgrantees made 5,788 impaired driving arrests and citations during grant funded overtime patrols in FY2020, a 20 percent increase in enforcement arrests from FY2019, with a resulting 15 percent decrease in the number of impaired driving fatalities in FY2020.

## PLANNED PROJECTS

### PROGRAM MANAGEMENT – IMPAIRED DRIVING

**Project Number: M6X-2020-01-00-01**

*Funding Source(s): 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects. The program manager responsibilities included monitoring 40 subgrantees for DUI Taskforce for compliance and performance. Collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of Indiana’s impaired driving laws.

In FY2020, the impaired driving program manager participated in all of ICJI’s traffic safety update meetings, which consist of training sessions for local law enforcement regarding upcoming funding availabilities while providing project oversight for: Traffic Safety Resource Prosecutor, DRE/Standard Field Sobriety Test (SFST) Training Program, Ignition Interlock, and Summer Impaired Driving Enforcement Project. Impaired driving funds paid for the program manager’s salary, benefits, and travel costs to impaired driving related conferences and training seminars.

---

### SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT

**Project Number: 164AL-2020-14-00-05**

*Funding Source: 164AL Funds*

Linked PMTs: C-1:C-4, B-1, A-1, 16, 17, 20

The Summer Impaired Driving Enforcement Project (SIDEPE) promotes a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties. This project is designed to decrease impaired collisions and fatalities in identified counties. In 2018, ICJI implemented this new enforcement campaign targeting the summer impaired driving season between Memorial Day and Labor Day. The top 15 small, 10 medium, and 5 large counties were identified, based on their rate of alcohol-impaired crashes.

In FY2020, 11 law enforcement agencies conducted impaired driving patrols and sobriety checkpoints totaling 1,892 hours of enforcement time.

---

### IMPAIRED DRIVING ENFORCEMENT (DUI TASK FORCE)

**Project Number: 164AL-2020-15-00-09**

*Funding Source(s): 164AL Funds*

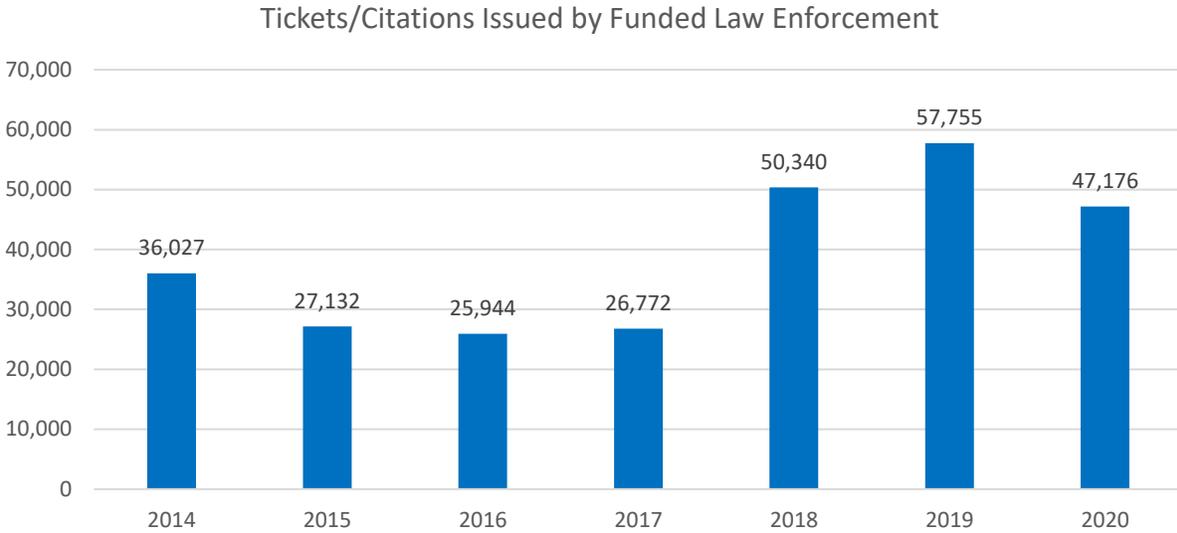
Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

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

In FY2020, the DUI Task Force program issued 47,176 citations/warnings, with 1,439 DUI arrests made for alcohol specifically within this program. Although there was a 19.5 percent decrease in the number of hours worked during

FY2020, attributable to COVID-19, the average number of tickets written per hour actually increased slightly from 1.78 in FY2019 to 1.80 in FY2020.

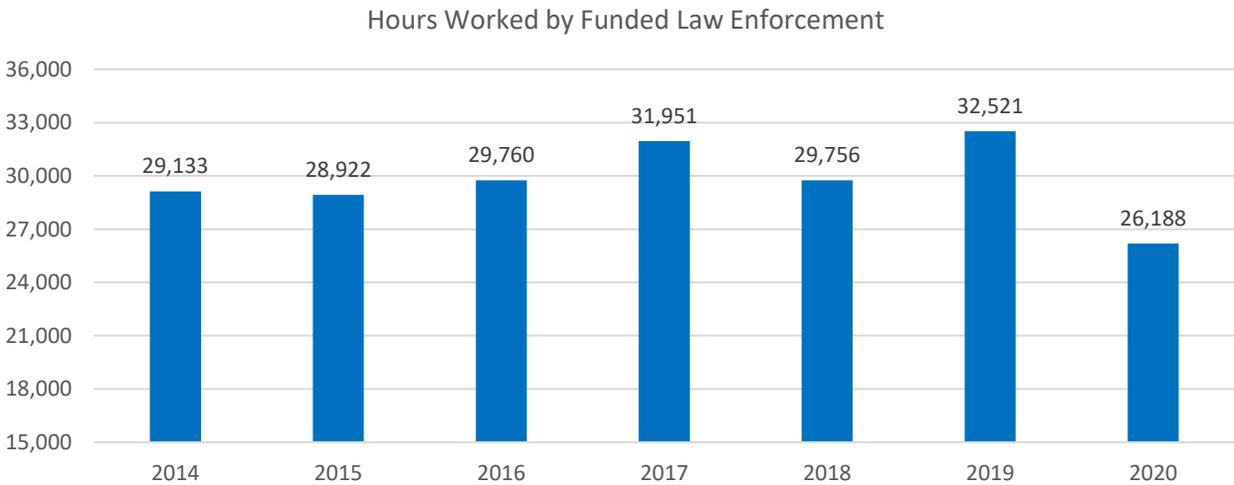
*Tickets & Citations Issued by Funded Law Enforcement Agencies, FY20*



With the renewed efforts in HVE, ICJI saw new agencies participate in sobriety checkpoints. In conjunction with programmatic staff, ICJI’s regional LEL network and the state’s Traffic Safety Resource Prosecutor, Indiana was able to saturate new areas with HVE. DUI Task Force Indiana was also instrumental in implementing NHTSA recommended HVE techniques by conducting 3 sobriety checkpoints, with 745 vehicles entering checkpoints for screening.

In FY2019, Portable Breath Testing devices (PBTs) were provided to participating agencies with 4,029 PBTs administered. In FY2020, 4,232 PBTs were administered, an increase of 5% above those administered in FY2019.

*DUI Hours worked by Funded Law Enforcement Agencies, FY20*



### Impaired Driving Citations Detail for Grant Funded Activities for All Agencies, FY 2020

Citations	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2020
Seat Belt	9	747	0	756
Child Restraint	0	84	0	84
Misdemeanor DUI	1	2,414	0	2,415
Felony DUI	0	295	0	295
Underage Alcohol	0	89	0	89
Suspended License	33	1,670	0	1,703
Speed	71	4,146	0	4,217
Motorcycle Permit/ License Violation	0	47	0	47
Criminal Misdemeanor	0	2,233	0	2,233
Criminal Felony	0	681	0	681
Texting	1	47	0	48
All Others	218	6,828	0	7,046
<b>Grand Total</b>	<b>333</b>	<b>19,281</b>	<b>0</b>	<b>19,614</b>

Source: OPO database: DUI

## INDIANA STATE POLICE – IMPAIRED DRIVING

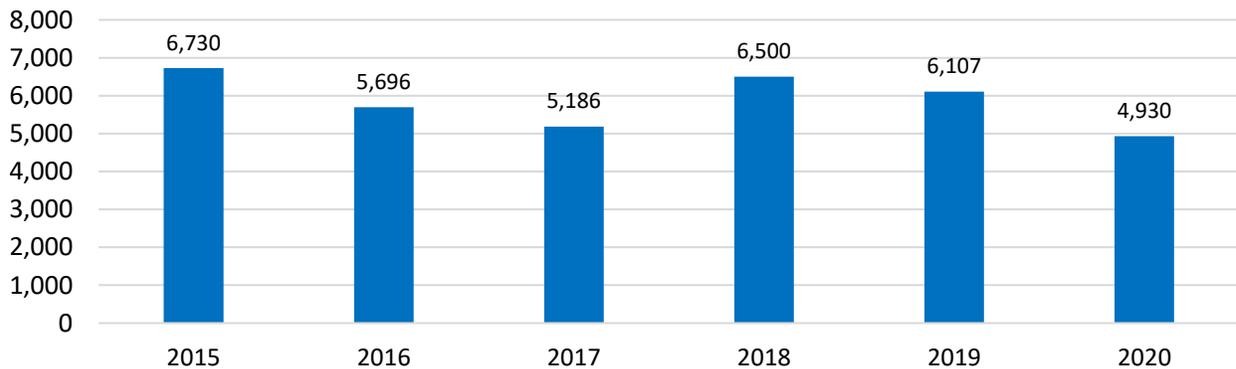
Project Number: M6X-2020-10-00-08

Funding Source: 405D Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

Throughout FY 2019, ISP conducted sobriety checkpoints and saturation patrols as part of their highway safety grant. ISP also programmed overtime traffic enforcement patrols in areas of the state that had fewer local law enforcement overtime patrols.

ISP DUI



DUI Hours worked by Indiana State Police

405D Grant Funded Enforcement Activities for ISP, FY 2020

Citations Detail for 405D Grant Funded Activities of the ISP, FY 2020	
Citations	Impaired Driving Patrols
Seat Belt	181
Child Restraint	12
Misdemeanor DUI	982
Felony DUI	5
Underage Alcohol	43
Suspended License	330
Speed	584
Motorcycle Permit/ License Violation	0
Criminal Misdemeanor	1,062
Criminal Felony	245
Texting	0
All Others	1,175
<b>Grand Total</b>	<b>4,619</b>

Source: OPO database: DUI



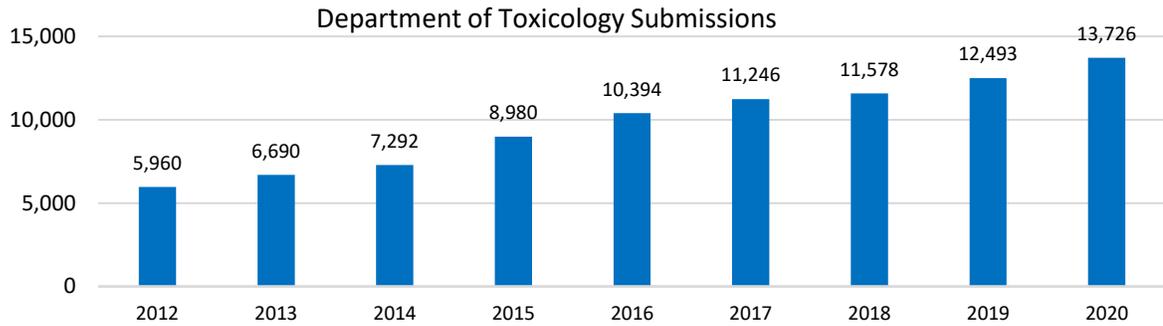
## DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION

**Project Number: M6X-2020-07-00-00**

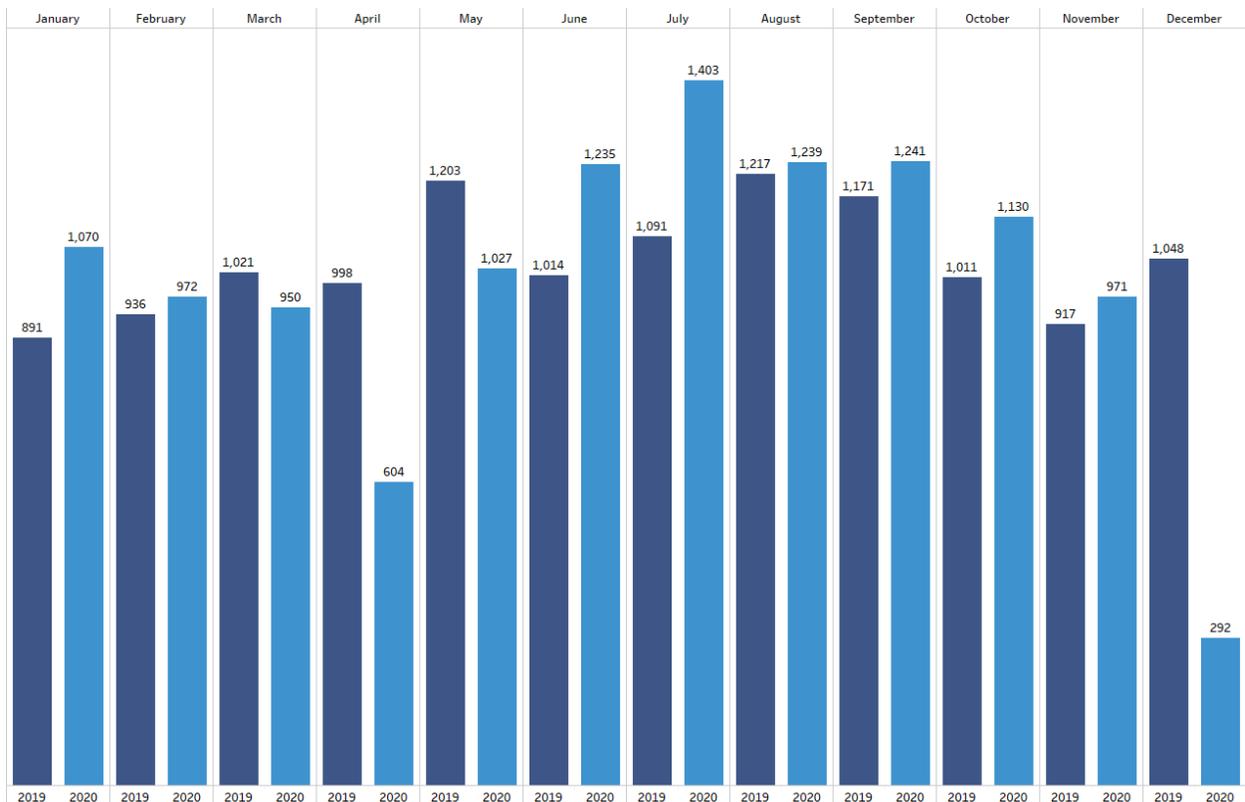
*Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

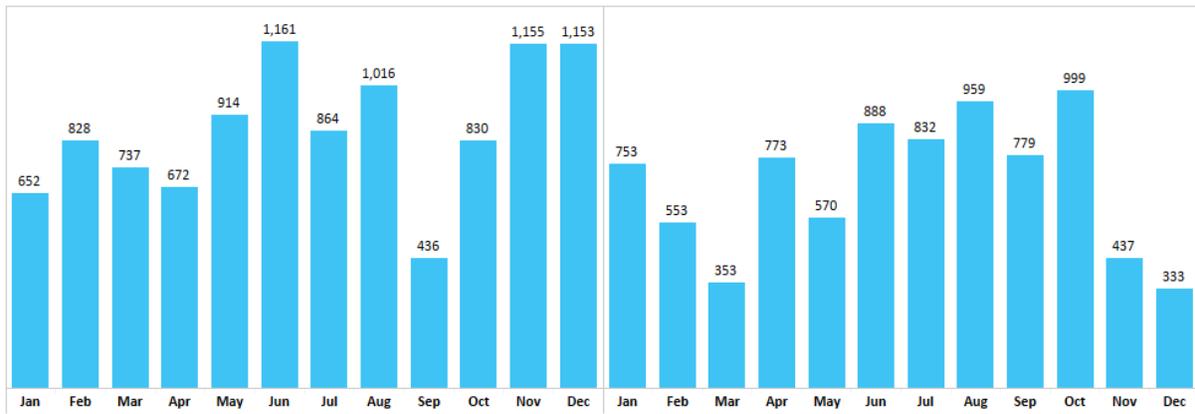
This project funded outsourcing to reduce the Indiana State Department of Toxicology backlog of approximately 5,300 traffic-related drug cases in FY2019. While the alcohol turnaround time for analysis was less than 60 days, the turnaround time for traffic-related drug cases submitted for analysis was approximately 11 months. The lengthy turnaround time for drug analysis was delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. This project improved timeliness and completeness in the ARIES database and citation/adjudication database and reduced the backlog from 10 months to four months. At the end of FY2019, the number of cases pending analysis was reduced by 91.8% from 5,500 to 453. The reporting time for analyzed results was reduced from 54 weeks to 7, or 49 days. In FY2020, TSD continued to support this project, sustaining the reporting period of less than 90 days. Full visualization of project impact will be assessable in FY21 and FY22, as officers and prosecutors begin to aggressively re-engage the DUI enforcement arena knowing toxicology results for their efforts will be available to swiftly move the legal and administrative processes. Of particular significance, there was an increase in submissions each month except for March, April and May during the COVID-19 shutdown.



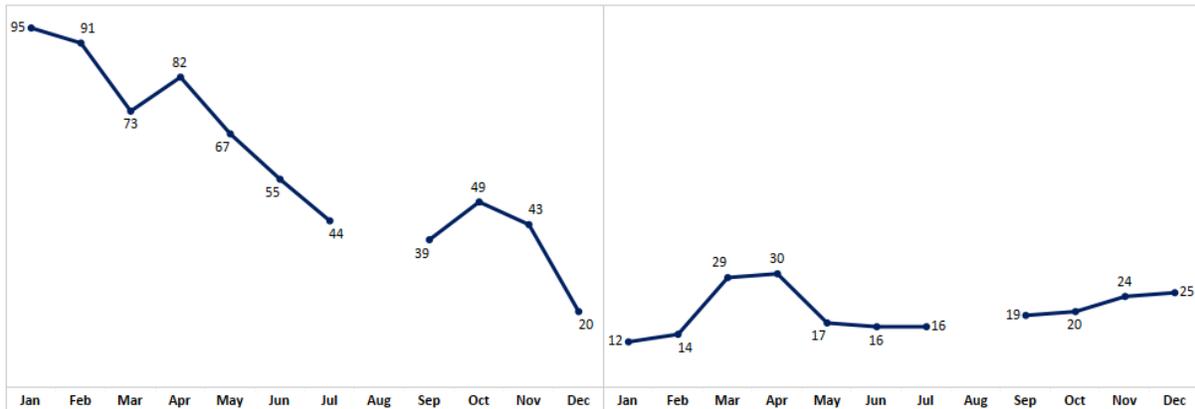
Source: Indiana Department of Toxicology (2012-2019 based on calendar year, 2020 based on Federal Fiscal Year)



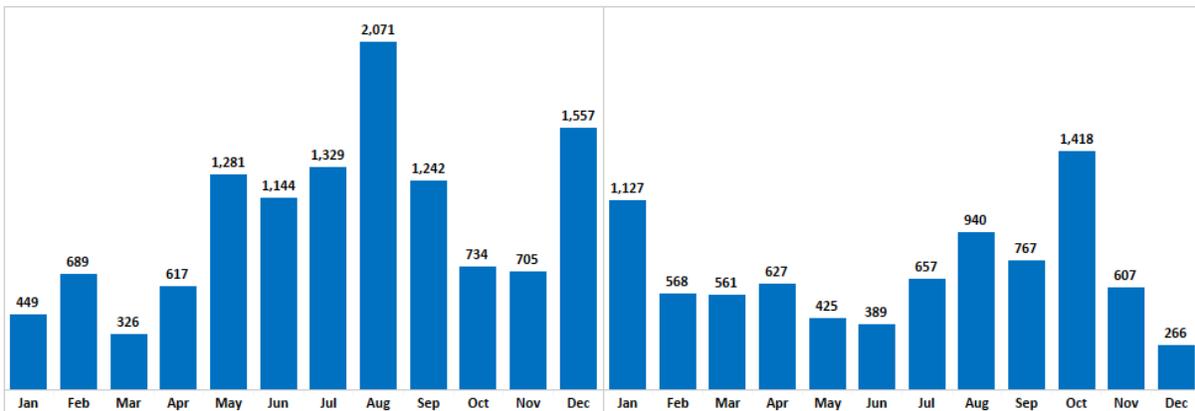
**Alcohol Lab Analysis Completed per Month**  
January 2019 - December 2020



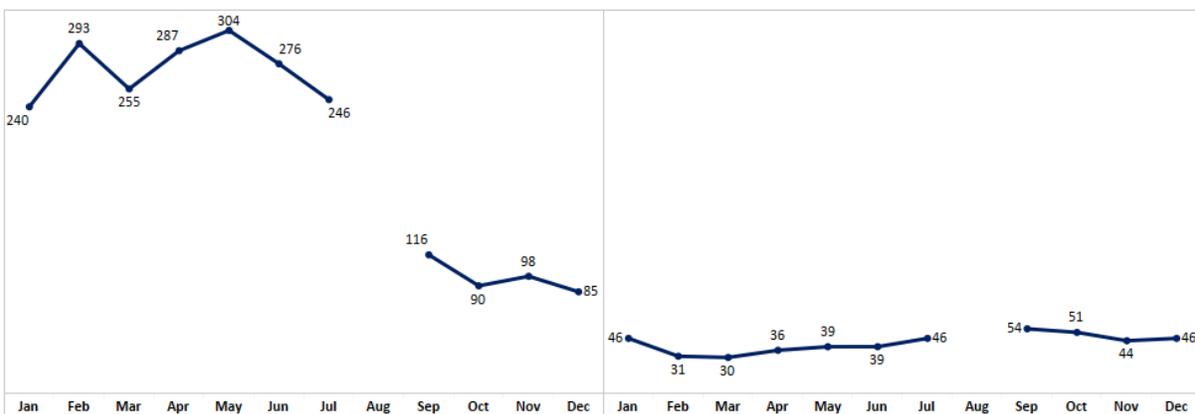
**Average Alcohol Lab Analysis Turnaround by Days**  
January 2019 - December 2020



**Drug Lab Analysis Completed per Month**  
January 2019 - December 2020



**Average Drug Lab Analysis Turnaround by Days**  
January 2019 - December 2020



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

**Project Number: M6X-2020-04-00-00**

*Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

The DRE Program in Indiana completed a milestone, completing 31 years as a state with the IACP Drug Evaluation and Classification Program. Starting in 1998 with 20 officers, FY2020 finished with 224 Certified DRE officers. In FY2020, Indiana provided two DRE Schools after providing a single school per year in FY2016-2018. The two schools added 38 additional DRE officers. A total of three ARIDE trainings were provided training 52 additional officers in ARIDE. Two scheduled ARIDE classes were rescheduled to FY2021 due to COVID-19.

Training planned for FY2021, outside of Basic Academy SFST trainings, include:

- » SFST Instructor Development – April 2021
- » SFST Instructor Development – August 2021
- » DRE School – January 2021
- » DRE School – September 2021
- » ARIDE Trainings – Ongoing
- » SFST Instructor Refresher and DRE Refresher – April 2021 (Indiana Traffic Safety Conference)

DRE officers per County, as of August 15, 2020



## DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

**Project Number: M6X-2020-04-00-05**

*Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

Indiana discontinued the agreement with ITSMR at the end of FY2019, after implementation of requirements made by the software provider that Indiana was not able to legally comply with. During FY2020, discussions with a new company took place to negotiate a new agreement, set to be implemented in FY2021. No additional tablets were purchased in FY2020; however, every new DRE is provided with a tablet and trained in entry to the NHTSA National DRE Database.

The Indiana State Excise Police, the law enforcement division of the Indiana Alcohol and Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2020, Excise Police received funding from ICJI to conduct three enforcement initiatives; Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE), all of which focused on reducing the availability of alcoholic beverages to persons who cannot legally possess, consume, transport, or purchase alcohol. The overall goal of the Indiana State Excise Police combined SUDS/SCIS/ICE programs is to ultimately reduce the amount of alcohol available and consumed by persons less than 21 years of age in the state of Indiana. Therefore, decreasing the chance of minors being injured, hospitalized and even killed due to problems associated with underage drinking.

## INDIANA STATE EXCISE POLICE UNDERAGE DRINKING – TEEN TRAFFIC SAFETY

**Project Number: 164AL-2020-06-00-01**

*Funding Source: 164AL Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

Excise officers conducted 336 SUDS, CIS, and ICE details statewide during FY2020. During those details, 904 citations were issued specifically for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing

minors to possess alcohol. A total of 938 citations/arrests and 270 written warnings were issued. During the 70 SUDS details in FY 2020, juveniles/minors were prevented from further consuming and possessing alcoholic beverages illegally. There were 358 citations issued, 313 arrests and 45 written warnings issued during SUDS details. Of these, 164 arrests/citations/warnings were specifically for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. 101 citations were issued specifically for False ID related charges. SUDS details are conducted at large events where underage drinking often occurs. Such events include Indiana University's Little 500, the Indianapolis 500, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, concerts at Klipsch Music Center, White River State Park, and many more events.

The Indiana State Excise Police aimed to conduct at least 75 CIS details statewide in package liquor stores, grocery stores, and pharmacies where alcoholic beverages are sold for off premise consumption. A total of 155 CIS details were conducted statewide. During those details, excise officers issued 145 total citations, 100 citations/arrests and 45 written warnings. 81 arrests/citations/warnings were specifically for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. 40 citations were issued specifically for False ID related charges. Cops-in-Shops is primarily an educational and relationship building program between the Indiana State Excise Police and alcoholic beverage retailers. The Indiana State Excise Police aimed to conduct at least 125 ICE details on and around the specified college and university campuses. In FY2020, 111 ICE details were conducted statewide during the grant period, during those details, Excise Officers issued 706 total citations. 526 arrest/citation and 180 written warnings. Specifically, 259 arrests/citations/warnings were for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol and 258 citations were issued specifically for False ID related charges. ICE allows officers to increase their enforcement efforts in and around major college campuses in Indiana to reduce underage drinking and, therefore, underage impaired driving. Specifically targeted were Indiana University in Bloomington, Ball State University, Butler University,

University of Indianapolis Indiana University Purdue University (IUPUI), Indiana State University, Notre Dame University, Indiana University South Bend, Indiana University East in Richmond, Vincennes University, University of Southern Indiana, DePauw University, Indiana University Purdue University Fort Wayne (IPFW), Purdue Calumet in Hammond, Indiana Wesleyan in Marion, Valparaiso University, and Indiana University Northwest in Gary.

Due to the COVID-19 pandemic, there were 3 months where no projects were worked and another 3 months that were limited due to restrictions, especially SUDS detail locations. The projected outcomes were estimated to be achieved during a twelve-month period.

---

## TRAFFIC SAFETY RESOURCE PROSECUTOR

**Project Number: M6X-2020-06-00-00**

*Funding Source: 405D Funds*

**Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20**

During FY 2020, the TSRP continued providing legal education for prosecutors. Numerous in person training events were planned during the FY2020 however, many were postponed due to the coronavirus pandemic. In August 2020, the TSRP presented virtually to approximately 200 law enforcement officers providing legal updates and education. The TSRP was also able to publish an inaugural newsletter. Finally, a Deputy TSRP was added to the staff. The TSRP continued to work with all branches of Indiana government, serving on working groups with the Office of Court Technology, Bureau of Motor Vehicles, Indiana Department of Toxicology, Indiana State Police, Indiana State Excise Police, and the Legislative Services Agency. These groups worked to help the state implement new laws, as well as streamline existing procedures in traffic law to ensure stronger cases, faster processing times, and cost savings. The TSRP program continues to work closely with the DRE program, as well as conducting training on legal aspects and courtroom considerations for Standardized Field Sobriety Test training at the Indiana Law Enforcement Academy. The *Legislative Update Section* of this report details the actions of the TSRP to work with the Legislative Services Agency and Legislature to keenly observe and defend proposed changes that impact traffic safety and enforcement efforts in Indiana.

## JUDICIAL OUTREACH LIAISON

**Project Number: M6X-2020-12-00-08**

*Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

During FY2020, the JOL provided continuing legal education for judges involved in impaired driving cases. The JOL participated in the development of an Indiana Impaired Driving seminar for judges, through the National Judicial College. The JOL also prepared a presentation for law enforcement entitled, “The Role of Judges in Traffic Safety: Different Role, Common Goal.” This was to be presented at the inaugural Traffic Safety Conference. This year was atypical from years past with the coronavirus pandemic. Many seminars or trainings that would have been in person were moved to a virtual setting. The JOL peer reviewed numerous publications and regularly published a column in the *Indiana Court Times*. In addition, the JOL partnered with the Indiana Prosecuting Attorney’s Council (IPAC) to conduct specialized DUI Court trainings that involved participation from law enforcement and prosecutors. In 2017, the Indiana Legislature passed a bill to allow for ICJI to oversee the establishment of standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana. The JOL works with Judges throughout Indiana to educate on ignition interlock availability and effectiveness.

## PAID MEDIA – ST. PATRICK’S DAY ENFORCEMENT BLITZ

**Project Number: FDLPEM-2020-07-03-12**

*Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

Leading up to St. Patrick’s Day, ICJI’s Traffic Safety Division conducted a three-part paid media campaign to educate motorists about the dangers and consequences of impaired driving. Typically, the St. Patrick’s Day enforcement blitz also includes messaging about the NCAA tournament; however, since the tournament was canceled this year due to the pandemic, the communications division replaced the sports-related assets with additional St. Patrick’s Day and evergreen NHTSA materials.

ICJI used a multi-channel, multi-platform strategy using a combination of YouTube, ConnectedTV and digital display advertising. Flights focused on the weekends (and the days leading up to the weekends) and during high-risk times for impaired driving (5:00 p.m. to 3:00 a.m.). The primary target audience was male drivers ages 21-34, who accounted for 3 out of every 4 drivers in fatal crashes, according to the most recent data available. The campaign was conducted from February 27, 2020, to March 18, 2020, and ran statewide with emphasis placed on counties with a higher concentration of impaired driving-related fatalities: Allen, Brown, Clay, Clinton, Decatur, DeKalb, Floyd, Jackson, Jay, LaGrange, LaPorte, Marion, Marshall, Miami, Ohio, Porter, Putnam, Shelby, Steuben, Sullivan, Tippecanoe, Tipton, Wabash and Wayne.

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

CATEGORY	ACTUAL SPENT	IMPRESSIONS DELIVERED	CLICKS	CPM
Display	\$9,400.00	1,997,325	2,140	\$4.72
CTV	\$36,837.93	7,197,466	15,133	\$5.13
YouTube	\$25,442.48	6,043,118	5,140	\$4.62
<b>TOTAL</b>	<b>\$71,680.41</b>	<b>15,237,909</b>	<b>22,413</b>	<b>N/A</b>

**PAID MEDIA – DRIVE SOBER OR GET PULLED OVER NATIONAL ENFORCEMENT MOBILIZATION****Project Number: FDLPEM-2020-07-03-12***Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

The 2020 *Drive Sober or Get Pulled Over* national enforcement mobilization combined high visibility enforcement with local, state and national media exposure leading up to and during the Labor Day holiday. The goal of the campaign was to reduce the number of impaired driving-related collisions, injuries and fatalities on Indiana roads by raising awareness of high visibility enforcement as well as the risks and consequences associated with impaired driving. There were three independent messages and sets of NHTSA creative assets used to promote the campaign: *Drive Sober or Get Pulled Over*, *Ride Sober or Get Pulled Over* and *If You Feel Different You Drive Different. Drive High Get a DUI. ICJI* used a multi-channel, multi-platform paid media strategy consisting of a mix of connected TV, radio, streaming audio and digital media advertising. Flights focused on the weekends and the days leading up to the weekends and during high-risk times for impaired driving. The primary target audience was male drivers ages 21-34, who accounted for 3 out of every 4 drivers in fatal crashes, according to the most recent data available. The campaign was conducted from Aug. 19, 2020, to Sept. 8, 2020, and ran statewide with emphasis placed on counties with a higher concentration of impaired driving-related fatalities: Allen, Brown, Clay, Clinton, Decatur, DeKalb, Floyd, Jackson, Jay, LaGrange, LaPorte, Marion, Marshall, Miami, Ohio, Porter, Putnam, Shelby, Steuben, Sullivan, Tippecanoe, Tipton, Wabash and Wayne. In addition to paid media, ICJI also partnered with local law enforcement agencies and traffic safety stakeholders to promote the mobilization. The agency created a post- and pre-campaign news release, which was distributed by participating departments and picked up by most state media outlets, as well as social media content.

CATEGORY	ACTUAL SPENT	IMPRESSIONS DELIVERED	CLICKS	CPM
Radio	\$47,541.35	854,100	N/A	\$55.66
Pandora	\$12,000.00	1,857,540	133	\$6.46
Display	\$25,950.00	5,433,928	6,869	\$4.77
CTV	\$19,937.02	666,816	14	\$29.90
YouTube	\$34,532.97	5,212,803	2,688	\$6.62
<b>TOTAL</b>	<b>\$139,961.34</b>	<b>14,025,187</b>	<b>9,704</b>	<b>\$9.98</b>

MARKET	SPEND	GRPs PURCHASED	GRPs DELIVERED	POST %	IMPRESSIONS DELIVERED	CPM
Evansville	\$4,361.35	225.0	269.2	120%	73,000	\$59.74
Fort Wayne	\$6,243.25	225.0	339.8	151%	169,000	\$36.94
Indianapolis	\$20,711.10	225.0	224.4	100%	396,400	\$52.24
Lafayette	\$5,585.35	225.0	190.8	85%	81,500	\$66.13
South Bend	\$6,196.50	225.0	276.5	122%	71,200	\$87.02
Terre Haute	\$4,443.80	225.0	336.4	149%	63,000	\$70.54
<b>TOTAL</b>	<b>\$47,541.35</b>	<b>1350.0</b>	<b>1637.1</b>	<b>121%</b>	<b>854,100</b>	<b>\$55.66</b>

## SPORTS AND EVENT MARKETING

**Project Numbers:** FDLPEM-2020-07-03-12; 164AL-2020-07-03-12; PM-2020-12-111-09

*Funding Sources:* 405D Funds; 164AL; 402 Funds

*Linked PMTs:* C-1:C-11, B-1, A-1:A-3, 16-20

ICJI partnered with Alliance Highway Safety to provide education and outreach to Indiana drivers with projects designed to engage those who are most vulnerable to highway fatalities and serious injuries. Enforcement, Engineering, Emergency Medical Services, and Education are commonly referred to as the E's of Highway Safety. The approach Alliance takes to highway safety includes two more E's (Engagement and Everyone). Alliance contributes to the educational and engagement components in a way that complements the efforts of enforcement, engineering and emergency services professionals, bringing everyone together. Alliance provides engagement that is a critical component of a successful highway safety project. This engagement includes multiple levels from key stakeholders, potential industry partners, law enforcement and of course the driving public. The project selection was done with a review of the data taking into account the most dangerous locations on the road, seasons of the year, day of the week, time of the day, and the make-up of those individuals most frequently impacted.

The following are brief summaries of the projects Alliance administered on behalf of ICJI:

### High School Tournaments

Alliance partnered with the Indiana High School Athletic Association (IHSAA) to promote highway safety at the High School State Tournaments. Alliance set up an interactive display at 25 State Championship contests. Attendees at the tournaments were engaged with interactive elements. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness. The campaign logo with link was displayed on the IHSAA.org homepage within a rotating graphic. The campaign message was included a full-page color advertisement in the souvenir programs for state championship events. The campaign message was included in static and digital signage at the tournament venues and announcements were read over the public address system at the championship events.

### Enforcement Blitz Activation

Alliance partnered with the professional sports teams in the state to educate drivers with onsite activations at games to coincide with the Operation Pull Over Blitz schedule. The project included interactive event activations with the Indiana Pacers of the NBA as well as the Minor League Fort Wayne Komets, Indy Fuel, Evansville Thunderbolts, and the Fort Wayne Mad Ants teams. Alliance set up an interactive display designed to coincide with the messaging of the enforcement message tying the enforcement and education components together. Attendees were engaged with an interactive element. Pledge cards and surveys were collected from fans and public information and education items were used to engage fans.

### Motorsports

Alliance organized and activated a project designed to promote the highway safety message at (20) motorsports venues throughout Indiana. Alliance promoted the highway safety message at the regional motorsports venues with premium in-venue signs and announcements read over the public address system in each venue for the events during the season. The venues were selected based on a combination of factors including highway fatalities and fatality rates in the counties we located as well as the overall attendance at those venues. Alliance set up an interactive tent display at an event in each venue that was designed, produced and staffed by Alliance. Attendees at the races were engaged with interactive elements such as an impairment simulation goggles. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness.

### Enforcement Mobilization Marketing

The Enforcement Mobilization Marketing project complimented the efforts of law enforcement by provided education banners to law enforcement agencies throughout the state. The message on the banners coincided with the upcoming enforcement period supporting the efforts of local law enforcement with a strategy of tying the two E's of enforcement and education together as described in "Countermeasures that Work." The banners were placed in the local communities by local law enforcement creating an efficient way to promote the enforcement mobilizations. Alliance handled the design, production, and distribution of the banners.

### Choices Matter

Alliance activated the Choices Matter project they designed and created to promote safe driving messages to teens. The highway safety presentation tour engaged with nearly 20,000 students in person for the 2019-2020 school year. Alliance coordinated presenters with an impactful story and a variety of focuses (occupant protection, impaired driving, distracted driving, pedestrian, speed and aggressive driving). An interactive display was set up in the schools to engage the students and demonstrate the dangers of driving impaired, driving distracted and not wearing your seat belt. Campaign materials were given to the school to continue reinforcing the safety message after the tour. The materials include campaign banners and posters to hang in the school, sample announcements to be read at sporting events and over the school intercom during daily announcements and flash drives with campaign materials. To expand the reach into the communities Alliance utilized social media to preview and recap the presentation tour stop with a geofence around the community of the school being visited. The social media generated an additional 250,000 impressions promoting the message.

### Rule the Road

Alliance administered the “Rule the Road” project which offered teenagers the opportunity to learn hands on training. The project demonstrated the skills needed to be a better driver from certified emergency vehicle operators. Alliance set up interactive displays and stations to give the students an opportunity to participate in demonstrations of life saving skills they will need as young drivers. The stations included: Controlled Braking Course, Distracted Driving Simulator, Impaired Driving Simulator, Evasive Maneuvering Course, Seatbelt Convincer, Impaired Driving Course, Blind Spot Recognition Station and Field Sobriety Test.

### Prom

For many high school student’s prom is one of the most exciting and memorable events of their high school years. Unfortunately, it also has the potential to be one of the most dangerous. Alliance designed and produced interactive displays to make the prom attendees feel like celebrities while delivering an important highway safety message to the students at a dangerous time. The display kits contained a red carpet for the schools to roll out to welcome the attendees of the prom. The red carpet was branded with a highway safety message reminding the

attendees to wear their seat belt and not to drive impaired. The red carpet led to a step and repeat backdrop for the attendees to stand in front of while they have pictures taken. The backdrop will have prom logos as well as the highway safety message rotated throughout. The step and repeat backdrop included a photo booth where students can pose for pictures to commemorate the evening. The photo booth included software to upload the photos branded with the event logo and highway safety message. Also included in the display kits were prom pledge banners asking attendees to commit to be alcohol and drug-free, to always wear their seat belts and to never drive distracted.

### Motorcycle

Alliance organized and activated a project designed to promote the highway safety message at motorcycle rallies and motorcycle dealerships throughout Indiana. Alliance cross reference the most well attended rides with areas most impacted by motorcycle fatalities and fatalities rates to select 10 motorcycle rallies to attend. Alliance set up an interactive display featuring and attention-grabbing giant inflatable motorcycle. Attendees at the rides were engaged with interactive elements. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness. Alliance produced and distributed signs and promotional materials to 50 motorcycle dealerships throughout the state for them to share with their customers to help spread the message throughout the community. The project promoted the safe and sober riding as well as a “Look Twice Save a Life” message to facility a working relationship with the motorcycle community.

### Indiana Fairs

Fairs are a unique and vibrant environment, bringing together all walks of life into one centralized location. The peak of the fair season coincides with the dangerous months of July and August for highway fatalities making it a perfect time and location to promote highway safety messages. Alliance coordinated a project at three county fairs across the state. The fairs were selected based on their county composite ranking and total highway fatalities as well as the quality and timing of the fair. At the fairs, an interactive display was set up that was designed, produced and staffed by Alliance. Attendees of the fair were engaged with interactive elements such as an impairment simulation goggles.

Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness.

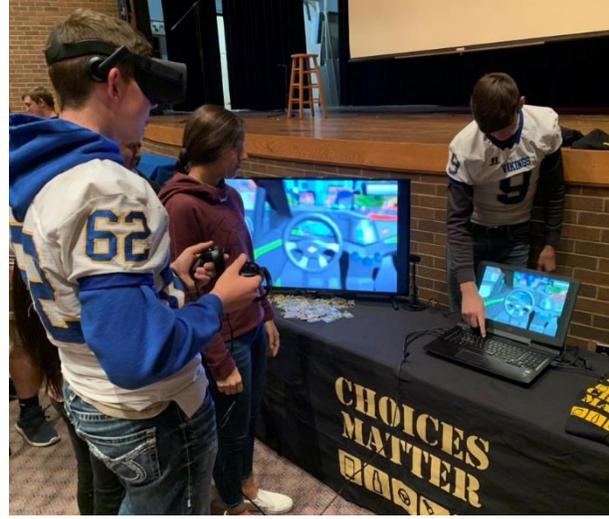
### Child Passenger Safety Awareness

For Child Passenger Safety Awareness Week at the end of September, Alliance created a plan to effectively promote the child passenger safety at childcare centers across the state. The project engaged 710 childcare centers which provide care to over 72,000 children. The project promoted child passenger safety message to those children and to their families. To promote the message Alliance designed, produced and distributed large scroll banners. The banners were placed in or near the main entrance of the facilities allowing the parents to see the message as they drop off and pick up their children every day. Along with the banners Alliance designed, produced and distributed posters to hang throughout the centers and brochures that were given to each of the parents. The materials provided information about age-appropriate restraints, car

seat check facilities, and directions to additional educational resources.

### High School Football

Alliance organized and activated a project designed to promote the highway safety message at high school football games throughout Indiana. Alliance promoted the highway safety message at high school football stadiums with premium in-venue signs and announcements read over the public address system in each venue for the events during the season. The schools were selected based on the criteria that they were located in counties which have a high number of highway fatalities or high fatality rates. Alliance set up an interactive tent display at an event in each venue that was designed, produced and staffed by Alliance. Attendees at the game were engaged with interactive elements such as an impairment simulation goggles. Alliance collected surveys from the attendees to measure demographic information as well as the attitudes and campaign awareness.





FY 2020

Indiana Criminal Justice Institute

# MOTORCYCLE SAFETY



## OVERVIEW

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

In FY2020, there were an estimated 110 motorcycle fatalities, meeting the Performance Metric Target for motorcycle fatalities. Indiana records motorcycle fatality data to include vehicles classified as: Motorcycle, Moped, Motor Driven Cycle Class A and Motor Driven Cycle Class B.

Following a review of 2019 motorcycle crash data, TSD found that unendorsed riders continued to be significantly represented in motorcycle crashes versus properly endorsed operators. In FY2020, TSD worked with BMV and other partners to continue a project to contact all known unendorsed operators of registered motorcycles in Indiana with a strategically planned message. This message included information on the benefits of becoming a properly trained and endorsed motorcyclist and the consequences of failure to obtain the required endorsement.

Indiana law requires helmets to be worn by motorcyclists who are under 18 years old or anyone who only has a motorcycle learner's permit. In FY2020, an estimated 89 of the 110 (80.9%) motorcycle or moped riders involved in fatal collisions were not wearing helmets. Motorcyclists in fatal collisions were identified as being at fault in 66.4% of the crashes. The top three recorded primary causes for fatal motorcycle collision in FY2020 were: ran off road right (34), failure to yield right of way (29), and unsafe speed (15).



## PLANNED PROJECTS

### PROGRAM MANAGEMENT – MOTORCYCLE

**Project Number: M6X-2020-08-01-01**

*Funding Source: 402 Funds*

Linked PMTs: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9

In FY2020, the ICJI program manager coordinated and oversaw motorcycle safety initiatives using 402 funds for communication and educational programs. The program manager's responsibilities also included monitoring subgrantee compliance with the motorcycle HVE project.

### MOTORCYCLE HIGH VISIBILITY ENFORCEMENT

**Project Number: M6X-2020-15-00-01**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-4, B-1, A-1, 16, 17, 20

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Local law enforcement agencies were encouraged to offer their own proposals of how to conduct an HVE Motorcycle Project in their jurisdiction. Suggestions of where motorcycle HVE could be implemented included: poker runs, swap meets, bike nights, and various charity rides.

In FY2020, 13 law enforcement agencies were awarded motorcycle HVE funding. These agencies conducted 159 patrols totaling 690.50 hours of enforcement time.

### UN-ENDORSED MOTORCYCLE RIDER INITIATIVE - BMV

**Project Number: FDL\*MC-2020-00-01-01**

*Funding Source: 405F Funds*

Linked PMTs: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9

In collaboration with the Indiana Bureau of Motor Vehicles (BMV), CJI's Traffic Safety Division created an email marketing campaign to encourage motorcyclists to attend a safety course and their

motorcycle endorsement. The emails will reach every unendorsed motorcycle rider who is registered with the BMV in the state. The first round of emails will be sent in early FY2021 with an additional round being sent at the start of the 2021 motorcycle season.



## Get your motorcycle endorsement today!

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

### RIDE SAFE INDIANA

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



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



**CHILD PASSENGER SAFETY**



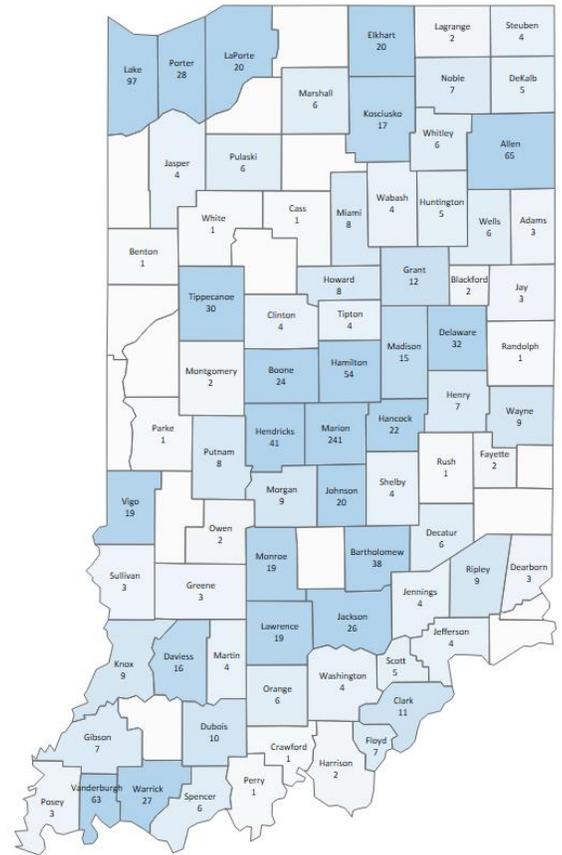
# OVERVIEW

Indiana law requires children under the age of eight to be properly restrained in a child safety seat compliant with FMVS 213. There were 17 children under the age of eight that were killed in traffic crashes. Of those, 6 were reported as unrestrained. Six children under the age of eight, who were restrained using a child safety seat, were fatally injured. However, it is undetermined whether or not these children were properly restrained.

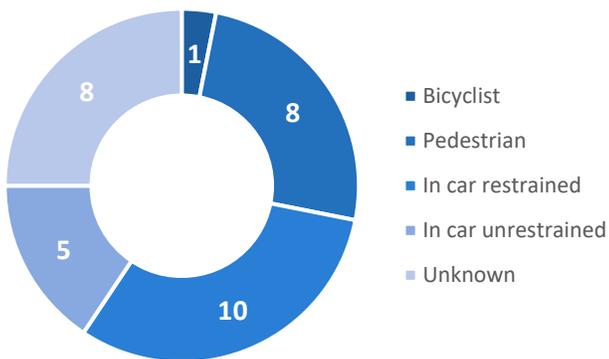
A total of 32 children aged 15 and under were killed in traffic crashes in FY2020, a decrease from 37 in FY2019. Of these fatalities, 21 were occupants of motor vehicles, 9 were either pedestrians or bicycle operators. For all collisions involving the death of children age 15 and under, impaired driving was a potential factor for five collisions, one had positive test results for either drugs or alcohol and four were negative. There were none that are still pending toxicology completion.

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

CPS Technicians per county at the end of FY2020

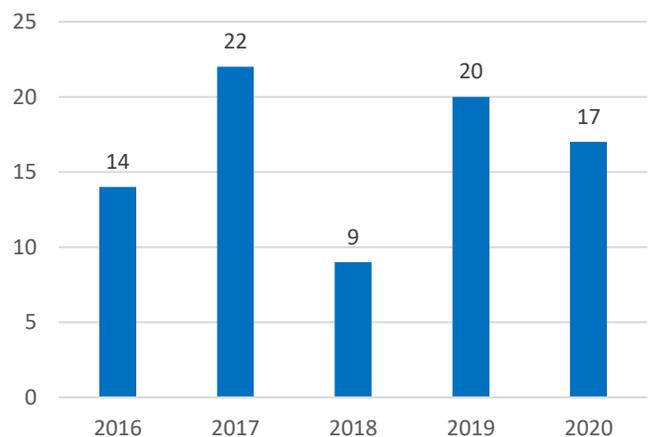


Children 15 & Under Killed in Traffic Collisions



Source: Indiana State Police Crash Data

Children 8 & Under Killed in Traffic Collisions



# PLANNED PROJECTS

## PROGRAM MANAGEMENT – CHILD PASSENGER SAFETY

**Project Number:** PA-2020-01-00-00

*Funding Source:* 402 Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the Child Passenger Safety Program Manager coordinated and provided oversight for child passenger safety initiatives. The program manager’s responsibilities included monitoring subgrantee compliance and performance, promoting education, monitoring enforcement of child passenger laws, and oversight of the child restraint distribution program for Indiana. Funding provided through 402 funds paid for the program manager’s salary, benefits, and travel costs to conferences and trainings.

reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of ASP at inception was to design and promote traffic safety initiatives for children in Indiana. ASP provided statewide public information and education programs to increase the correct use of child restraints. ASP funded 29 child safety seat clinics throughout the state, which led to 528 inspections and 366 (69%) seats distributed to families in need.

In FY2020, ASP utilized the National Child Passenger Safety Curriculum to conduct 33 Child Passenger Safety Technician (CPST) certification classes throughout Indiana. These classes were held in the following counties: Allen, Bartholomew, Daviess, Hancock, Lake, Marion, Monroe, Porter, Ripley, St. Joseph, Vanderburgh, and Vigo. By conducting these classes, ASP added 207 new technicians, 12 of which were law enforcement officers. At the end of FY2020, there were a total of 1,574 child passenger safety technicians and instructors in Indiana, an overall increase of 15.4 percent from FY2019. Due to COVID-19 restrictions put in place in Indiana, several certification classes and clinics were cancelled in the early spring and summer of 2020. This resulted in fewer new technicians being trained and fewer car seats being inspected than in previous years.

ASP continued outreach to minority populations to educate families on child passenger safety, focusing primarily on the increasing Hispanic population. Funding again was specifically provided for a Latino Project Manager during FY2020.

## AUTOMOTIVE SAFETY PROGRAM

*Children less than 15 years of age: Unrestrained Passenger Vehicle Occupant Fatalities*

**Project Number:** M1X-2020-12-01-09

*Funding Source:* 405B Funds

*Children less than 15 years of age: Pedestrian Fatalities*

**Project Number:** PS-2020-12-01-09

*Funding Source:* 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, 20

During FY2020, ICJI continued to support the Automotive Safety Program (ASP) at the Indiana University School of Medicine, which sought to

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

## CHILD RESTRAINT DISTRIBUTION GRANT

Project Number: M1X-2020-03-01-01

Funding Source: 405B Funds

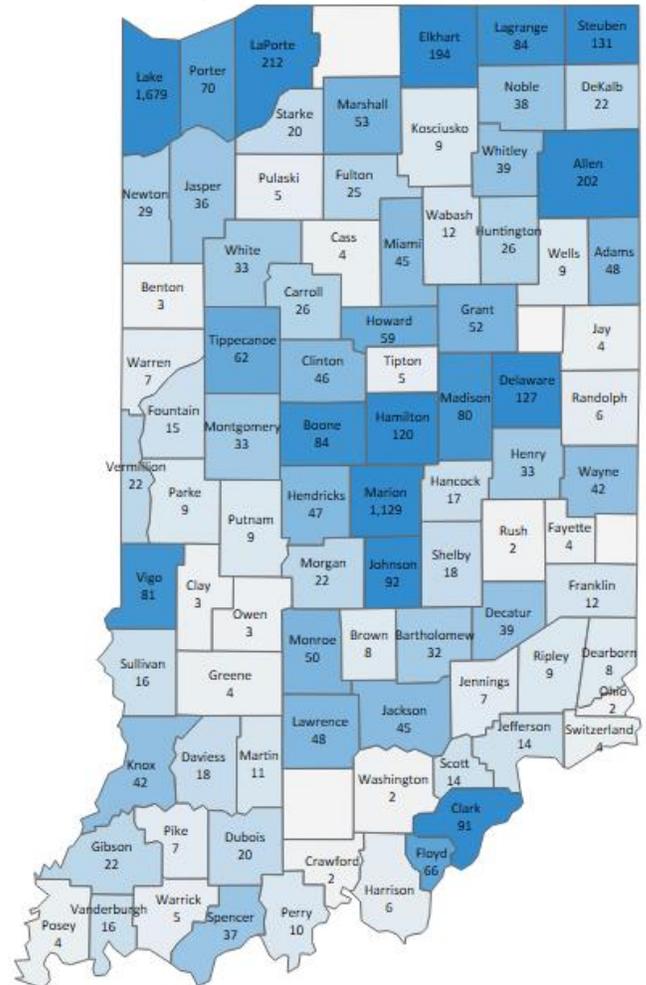
Linked PMTs: C-1, C-2, C-3, C-4, 20

Indiana utilizes state funding, Title V funding from the Indiana State Health Department, and the funding from this project to support Child Restraint Distribution Grants. ICJI returned direct responsibility as administering agency for Project L.O.V.E. (Law Officer Voucher and Enforcement) to ICJI in FY 2018. This program was designed specifically for law enforcement to provide families with education on the proper use and installation of child restraints during traffic stops.

This initiative was moved to the eCWS system in September 2014, allowing vouchers to be automatically printed with the citation for children traveling without properly installed child restraints. In FY2020, 2,103 Project Love Vouchers were issued through eCWS, a 32 percent decrease from the previous year. Law enforcement officers were also offered paper vouchers, which they could distribute at the scene of a crash if their agency was not using eCWS. The chart below shows by county where Project Love Vouchers were issued.

Indiana law requires child restraint usage until age 8. In FY 2020, ICJI funded 78 child passenger safety inspection stations throughout the state. Those 78 inspection stations completed 5,444 child restraint inspections and distributed 2,623 child restraints.

Number of Project LOVE Vouchers Issued per county, FY 2020



## EARNED MEDIA – CHILD PASSENGER SAFETY WEEK

In September, Indiana Governor Eric Holcomb issued a proclamation recognizing September 20-26, 2020, as Child Passenger Safety Week in Indiana. The purpose of the campaign was to raise awareness about the importance of proper child seat safety. The ICJI Traffic Safety Division sent out a news release, which garnered considerable attention and coincided with the direct marketing efforts of Alliance Highway Safety.

STATE OF INDIANA  
EXECUTIVE DEPARTMENT  
INDIANAPOLIS

### PROCLAMATION

TO ALL TO WHOM THESE PRESENTS MAY COME, GREETINGS:

WHEREAS, every day, millions of parents and caregivers travel to work, school and after-school activities with their children, and while some of those children are riding in correctly installed car seats for their ages and sizes, most are not; and

WHEREAS, in 2019, 19 children age 14 and younger were killed while riding in passenger vehicles in Indiana; and

WHEREAS, while the annual rate of change for child occupant fatalities has decreased 6.6 percent between 2015 and 2019, further efforts are needed to achieve the goal of zero fatalities in Indiana; and

WHEREAS, Indiana has over 100 child passenger fitting stations across the state and more than 1,400 certified child passenger safety technicians who have the knowledge and skills to help; and

WHEREAS, Indiana is committed to educating parents and caregivers about the best ways to keep kids safe while traveling in cars, no matter how short or long the trips;

NOW, THEREFORE, I, Eric J. Holcomb, Governor of the State of Indiana, do hereby proclaim September 20-26, 2020 as

**CHILD PASSENGER SAFETY WEEK**

in the State of Indiana, and invite all citizens to duly note this occasion.

*The Following Message Shall be read and approved by the General Assembly*





FY 2020

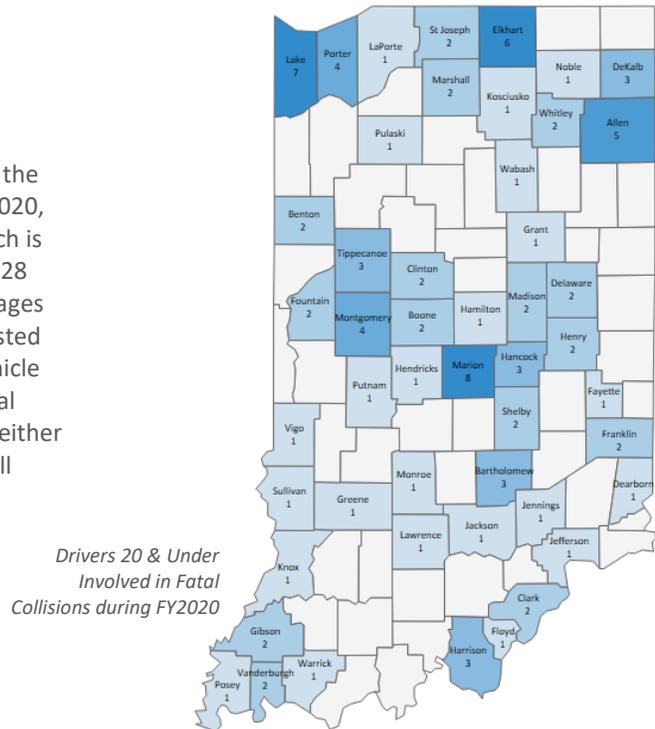
Indiana Criminal Justice Institute

# YOUNG DRIVERS



# OVERVIEW

The goal for the Young Driver Program was to reduce the number of fatal crashes among this age group. In FY2020, 101 young drivers were involved in fatal crashes, which is less than the target of 113. Of the 101 young drivers, 28 were below the age of 18, and 73 were between the ages of 18 and 20. Seventy-six of the young drivers were listed as “at fault”, meaning they were listed as the first vehicle in the collision report. Impaired driving was a potential factor in 67 collisions, 11 had positive test results for either alcohol or drugs, 31 had negative tests, and 25 are still pending toxicology completion.



# PLANNED PROJECTS

## PROGRAM MANAGEMENT – YOUNG DRIVERS

**Project Number: PA-2020-01-00-00**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

The program manager is a shared-time position and funds were used to oversee the ASP, Excise Police, Indiana SADD, pedestrian, bicyclist and teen driver programs in FY2020. This included responsibility for two Rule the Road events (402 funds).

## STUDENTS AGAINST DESTRUCTIVE DECISIONS – TEEN TRAFFIC SAFETY

**Project Number: TSP-2020-07-00-01**

*Funding Source: 405B Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

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

Due to the COVID-19 pandemic, the annual end of year event typically held in April, and the fall kick-off event typically held in September, were both





PRESS  
BUTTON  
FOR



CROSSWALK  
WARNING  
LIGHTS





# OVERVIEW

In FY2020, there were 95 pedestrian fatalities, a decrease of 4% from FY2019, although the target of 93 was not met. There were 15 bicyclist and other cyclist fatalities in FY2020, which is a decrease from 16 in FY2019, but above the 2020 target of 14 fatalities.

## PLANNED PROJECTS

### PROGRAM MANAGEMENT – PEDESTRIAN AND BICYCLISTS

**Project Number: PA-2020-01-00-00**

*Funding Source: 402 Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the pedestrian and bicyclists program manager was a shared time position which coordinated and oversaw pedestrian and bicyclist safety initiatives. The program manager’s responsibilities included monitoring subgrantee compliance and performance and promoting education and enforcement of laws regarding pedestrians and bicyclists. These funds paid for the program manager’s salary, benefits, and travel costs to conferences and trainings.

motorists on how to properly share the road. In addition to HVE activities, the Hammond Police Department reopened a safety village for children and parents to receive information on traffic laws. In FY2020, law enforcement grantees will report into the OPO Database to log specific enforcement efforts in addition to the community education efforts. During FY2020, law enforcement agencies conducted 695 patrols, totaling 2,657.50 hours.

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

**Project Number: OP-2020-02-00-00**

*Funding Source: 405D Flex Funds*

Linked PMTs: C-1, C-2, C-3, C-4, C-5, C-6, C-9, C-10, C-11, B-1, 16-20

The SAVE Project was added to the FY2019 HSP as a dedicated, objective specific, and measurable program with focus specific on pedestrian safety during school bus loading and unloading, and was continued through FY2020. The SAVE Project has a specific objective to utilize High Visibility Enforcement (HVE) in areas reported through a collaborative partnership between school corporations, school resource officers, and school bus drivers to create dialogue resulting in the identification of areas where school bus stop arm violations are occurring. Enforcement activity for this

### PEDESTRIAN AND BICYCLE FATALITY PREVENTION PROGRAM

**Project Number: FDL\*PS-2020-02-00-10**

*Funding Source: 405D Low (flex) Funds*

Linked PMTs: C-1, C-2, C-3, C-4, C-5, C-6, C-9, C-10, C-11, B-1, 16-20

In FY 2020, ICJI funded 22 pedestrian and bicycle safety programs, 20 of which were law enforcement agencies. These 20 law enforcement agencies conducted high visibility patrols throughout their communities educating pedestrians, bicyclists, and

project will be reported separately from all other traffic safety programs, which will encapsulate program activity within this project opportunity to evaluate the program footprint, community impact and future sustainment in subsequent HSP's. Project participants will be required to complete one media outreach item following each mobilization period and submit evidence thereof with their programmatic reporting.

The project provided a specific mobilization period during FY2020 of March 15 – September 15, 2020, and specific working times for enforcement during each period will be limited to 0600 a.m. to 9:00 a.m. and 2:00 p.m. to 5:00 p.m. during weekdays. As a result of school closures due to COVID-19, no enforcement activities were carried out during the spring months, but activity resumed at the beginning of the school year in August.

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

During the mobilization 2,481 patrols were conducted using 6,335 hours. The Indiana Department of Education (DOE) annually completes a statewide one-day survey to collect the number of stop arm violations reported in one single day. This number revolves near 2,000 violations daily for the last several years. Using this as a pre-enforcement data point, the ability to collaborate with the DOE to evaluate effectiveness of this program. The assessment is typically conducted in April, but no assessment was completed in 2020 due to statewide school closures.

#### Citations During SAVE Grant Funded Enforcement Activities, FY 2020

Citations	Total 2020
Stop Arm Violations	201
Seat Belt	94
Child Restraint	6
Misdemeanor DUI	2
Felony DUI	1
Drug DUI	0
Automatic Signal Violation	38
Suspended License	112
Speed	852
Criminal Misdemeanor	11
Criminal Felony	4
All Others	380
<b>Total Citations</b>	<b>1,701</b>
<b>Warnings Issued</b>	<b>1,553</b>
<b>Grand Total</b>	<b>3,255</b>

Source: OPO database: SAVE



FY 2020

Indiana Criminal Justice Institute



# POLICE TRAFFIC SERVICES



# OVERVIEW

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

## PLANNED PROJECTS

### STATEWIDE TRAINING

**Project Number:** PT-2020-05-00-00

*Funding Source:* 402 Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, the TSD conducted virtual seminars in the spring of 2020. The purpose was to hear information from the local partners and integrate that information into the FY21 HSP. In summer of FY2020, virtual traffic safety update meetings were held to inform subgrantees about upcoming grant solicitations and current crash trends. At these meetings, TSD staff sought input from subgrantees regarding the types of training they deem necessary to better implement occupant protection enforcement, drug and alcohol recognition and testing, child passenger safety, and legal traffic stops. Expectations of the subgrantees during the fiscal year were also reiterated. Funding paid for training materials.

### PLANNING AND ADMINISTRATION

**Project Number:** PA-2020-01-00-00

*Funding Source:* 402 Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety

director and staff as well as a research associate.

The ICJI executive director, deputy director, and legal staff will also bill hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

### LAW ENFORCEMENT LIAISON PROGRAM (LEL)

**Project Number:** CP-2020-01-00-00

*Funding Source:* 402 Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. ICJI participated in the two national mobilization campaigns (*Click It or Ticket* and *Drive Sober or Get Pulled Over*) and active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of LELs. LELs contribute to safe communities' traffic safety programs and are geographically located throughout Indiana. They are the avenue through which TSD overtime

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

Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their assigned agencies by coordinating media events during blitz periods as well as distributing media kits to promote traffic safety messaging.

## MOVING RADAR EQUIPMENT PROJECT

**Project Number:** FDL\* SE-2020-02-05-18

*Funding Source:* 405D Flex Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In FY2020, to address speeding as a leading contributing factor to traffic fatalities, the TSD continued the distribution of LIDAR speed timing devices, with an additional 34 devices distributed to local agencies. Agencies for eligibility were required to be minimally in the second year of an OPO Traffic Safety Grant where speeding was a specific target area for improvement. No additional radars were purchased during FY2020.



## HSP PROJECTS NOT IMPLEMENTED

### PAID ADVERTISING GENERAL TRAFFIC SAFETY

**Project Number:** PM-2020-12-11-09

*Funding Source:* 402 and 405D Flex Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

Due to the COVID-19 pandemic, Distracted Driving Awareness Month was postponed to October 2020, which coincides with the next federal fiscal year (FY2021), and with the travel restrictions in place, ICJI did not use paid media funds to promote National Motorcycle Safety Awareness Month in May. However, NHTSA funds were used for on-site marketing by Alliance Highway Safety for motorcycle safety.

### HOMETOWN HEROES ADVERTISING GENERAL TRAFFIC SAFETY

**Project Number:** PM-2020-01-00-00

*Funding Source:* 402 Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

This was a partnership project with the Indiana Bureau of Motor Vehicles and was in the developmental stages. Progress was halted due to the pandemic, but ultimately, the project was canceled after taking into consideration the high probability of the traffic safety message getting lost due to the conversations surrounding law enforcement that took place over the summer.

### PAID MEDIA – SAFE FAMILY TRAVEL

**Project Number:** FDLPEM-2020-07-03-12

*Funding Source:* 405D Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

Due to a communications vacancy within the agency, ICJI was unable to conduct the 2019 Safe Family Travel paid media campaign, which took place from Nov. 8, 2019, to Dec. 1, 2019. ICJI's communications director was hired and started in Nov. 2019. At the same time, the state was in contract negotiation with ten vendors as part of the state's new marketing quantitative purchasing agreement. In Indiana, media purchasing must be conducted and

done using one of the approved vendors. All contracts were finalized in January 2020.

### IGNITION INTERLOCK

**Project Number:** FDLII-2020-01-01-01

*Funding Source:* 164AL Funds

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In 2017, the Indiana legislature passed a bill to allow for ICJI to oversee the establishment of standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana. Indiana recently established standards for inspecting and monitoring ignition interlock service centers and technicians.

As now mandated by state statute, CJJ has the following responsibilities with regard to ignition interlock:

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

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

This program remains part of the annual HSP to provide funding to courts to support ignition interlock when adjudicating offenders and management of the interlock program as necessary.

Program management costs in FY2019 were absorbed by the Impaired Driving Program Manager.

---

## DWI COURT TRAINING

**Project Number: FDLCS-2020-00-00-01**

*Funding Source: 405D Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

DWI Courts project was not implemented in FY2019, as Courts who received training in FY2018 are working to complete the implementation process. During ICJI's presentation at the Annual Judicial College through partnership with the JOL, no additional courts expressed interest or requested an opportunity for training.

During FY 2019, the JOL provided continuing legal education seminars for lawyers involved in impaired driving cases for the Indiana Continuing Legal Education Forum. Three main topics were presented: (1) NHTSA's push for Specialized DUI Courts, (2) NHTSA's push for Ignition Interlock, and (3) the impact, issues, and concerns regarding the science of convictions on impaired driving involving marijuana.

In addition, the JOL partnered with the Indiana Prosecuting Attorney's Council (IPAC) to conduct specialized DUI Court trainings that involved participation from law enforcement and prosecutors.

In 2017, the Indiana legislature passed a bill to allow for ICJI to oversee the establishment of standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana.

The JOL works with Judges throughout Indiana to educate on ignition interlock availability and effectiveness.

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

---

## BUREAU OF MOTOR VEHICLES DATA COMPILATION AND SHARING

**Project Number: TR-2020-01-01-00**

*Funding Source(s): 405C Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

In 2018, ICJI entered into a Memorandum of Understanding (MOU) with the Bureau of Motor Vehicles (BMV) to provide both Indiana University (PPI) and Purdue University (CRS) with access to BMV data. The two-year MOU provided for the BMV to collect and transfer data specifically defined by PPI and CRS for use in the completion of their grant agreements with ICJI. This project budgets 405C funds; however, through the BMV MOU recovery of allowable costs to specifically compile and share data has not been required.

---

## INDIANA DEPARTMENT OF HOMELAND SECURITY – EMS DATA

**Project Number: M3DA-2020-04-00-00**

*Funding Source(s): 405C Funds*

Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

The Department of Homeland Security (DHS) is working to upgrade their software to be National EMS Information System (NEMSIS) compliant. This upgrade will allow all EMS and fire departments to enter data collected during emergency runs into a system that is integrated with other agencies that collect traffic records. As of Sept. 30, 2019, 97% of EMS providers, 325 out of 332 total, were reporting through NEMSIS. This project ended at the conclusion of FY2019 and was not continued in FY2020.