

ANNUAL REPORT



**FY
22**

This is the Indiana Criminal Justice Institute's Traffic Safety Annual Report for FY 2022, prepared for the National Highway Traffic Safety Administration.



FY2022 ANNUAL EVALUATION REPORT

INDIANA CRIMINAL JUSTICE INSTITUTE

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DOCUMENT PURPOSE

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

The goals of this document are to:

1. Provide an assessment of the State's progress in achieving performance targets in the prior year.
2. Describe how the Indiana Traffic Safety Office will adjust its upcoming HSP to meet performance targets better if a performance target has not been met.
3. Provide a description of the projects and activities funded and implemented and the number of federal funds obligated and expended.
4. Describe Indiana's evidence-based enforcement program activities.
5. Identify Indiana's involvement regarding national mobilizations.
6. Deliver an explanation for planned activities not implemented.
7. Provide descriptions of how the projects funded contributed to meeting the performance targets.
8. Provide a report on the purchase of paid media and the impacts on project goals.
9. Detail activity regarding Child Restraint Grants funds expended.
10. Illustrate the activities of FY 2022 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 2023 and beyond.

INTRODUCTION



The Office of Traffic Safety is part of the Traffic Safety Division (TSD) within the Indiana Criminal Justice Institute. The office is responsible for the state's traffic safety program. This office aims to develop and conduct effective programs and activities to facilitate traffic and protect and conserve life and property on Indiana streets and highways. The Director of Traffic Safety is the administrative head of the TSD, subject to the authority of the agency's Executive Director. The Director of Traffic Safety must be qualified by

training and experience in traffic safety and traffic accident prevention measures. The Director of traffic safety shall develop, plan, and execute the functions and duties prescribed by Indiana Code and is charged by statute with the following responsibilities:

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

7. Develop and conduct a program of effective alcohol and drug countermeasures to protect and conserve life and property on Indiana streets and highways.

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

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

The TSD has nine (9) staff positions. Over the past year, the TSD has staffed a Division Director, Assistant Division Director, four (4) Program Managers, one (1) Traffic Records Research Analyst, and two (2) Fatality Analysis Reporting System (FARS) Research Analysts. Over the FY22 Fall Semester, CJ also hosted a Ball State University intern.

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

ICJI utilizes the in-house Statistical Analysis Center (SAC) to prepare and analyze the data collected from Indiana officer crash reports. ICJI 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 O'Neill School of Public and Environmental Affairs.

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



EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT

Evidence-based enforcement begins with an analysis of appropriate data to launch the process of problem identification. Proven countermeasures and strategies that target identified problems are then deployed using clearly defined SMART objectives from the program outset. Following the deployment of countermeasures, evidence-based enforcement requires continuous data collection, review, assessment, adjustment, implementation, and completion. This process then begins again for constant fluid improvement assessment. Before awarding any funds to subgrantees in FY 2022, ICJI thoroughly reviewed current data resources and reports provided in subgrantees' proposals. This review occurred during the preparation and submission of the FY 2022 HSP and the awarding of funds. ICJI staff received the most recent data, reports, and analyses during that time. Until final publication by NHTSA and FARS, the 2021-2022 data is considered preliminary. 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 five LELs utilizing site visits and continuous monitoring of all TSD law-enforcement agency subgrantees. The LEL oversight includes an ongoing review of data, assisting agencies with the appropriate selection of countermeasures, and reporting back to TSD program managers. Law enforcement agencies that were high risk or failed to deploy evidence-based enforcement correctly received an increased level of monitoring, access to support, documented access to additional resources, and follow-up from a TSD Program Manager or the Division Director. Enforcement efforts were evidence-based to prevent traffic crashes, fatalities, and injuries as measurable assessment items. These programs include Click It to Live It (CITLI), DUI Task Force Enforcement Project (DUIEP), and the utilization of data submitted by these agencies to guide current and future funding to support enforcement efforts.

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



LEGISLATIVE UPDATE

The Indiana General Assembly is in session beginning in January of each calendar year and 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 to conduct hearings on information to be considered during the upcoming legislative session. The 2022 session was one of the least impactful sessions for traffic law in the past 10 years.

In the 2022 General Assembly, a few items were passed by the Legislature and enacted by the Governor which affect traffic safety in Indiana. Most notable was Senate Bill 124, which included the Turn Signal Statute. Two statutes regarding turn signal distance and use were merged to create a single statute:

- (1) The required use of a turn signal 200 feet before a turn
- (2) A turn signal must be used “before making a movement.”

There is no longer a requirement as to how far from the turn a signal must be made. A driver must signal before making a turn or changing lanes and conduct it in a safe manner. This statute was intended to address the recent court of appeals cases dealing with the prior 200-foot requirement.

2024 HIGHWAY SAFETY PLANS

Indiana is already planning the FY24 Highway Safety Plan, as FY23 is implemented, and currently working to save lives in Indiana. For FY24 Indiana looks to continue building upon previous goals. This begins with working to increase the number of law enforcement phlebotomists to decrease the amount of time that passes from the time of the incident to the time of collection. This will provide stronger evidence in cases of drug-impaired driving, which continues to rise. Indiana will develop and implement additional programs to decrease speed and pedestrian-based crashes through enhanced public education efforts. To better educate the public on interactions with law enforcement during traffic stops, ICJI looks to partner with the agencies and the Indiana Law Enforcement Academy to develop educational materials, including short videos for social media use.

PERFORMANCE MEASURES AND TARGETS

The performance targets and current numbers for outcome measures for 2021-2022 are displayed in Figure 1 below. In 2019, Indiana began reporting performance target outcomes using the federal fiscal year reporting period of October 1, 2018, through September 30, 2019. This practice was continued in 2020 utilizing the reporting period of October 1, 2019, through September 30, 2020. Previous year performance target outcomes were not adjusted and remain a standard annual calendar year reporting period. FY 2018 data was updated to match the FARS data released by NHTSA in 2020.

Following the chart on the next page are bar charts for each performance measure for 2022. The last column in each chart references the 2022 Performance Metric Target established in the 2022 Indiana Highway Safety Plan.

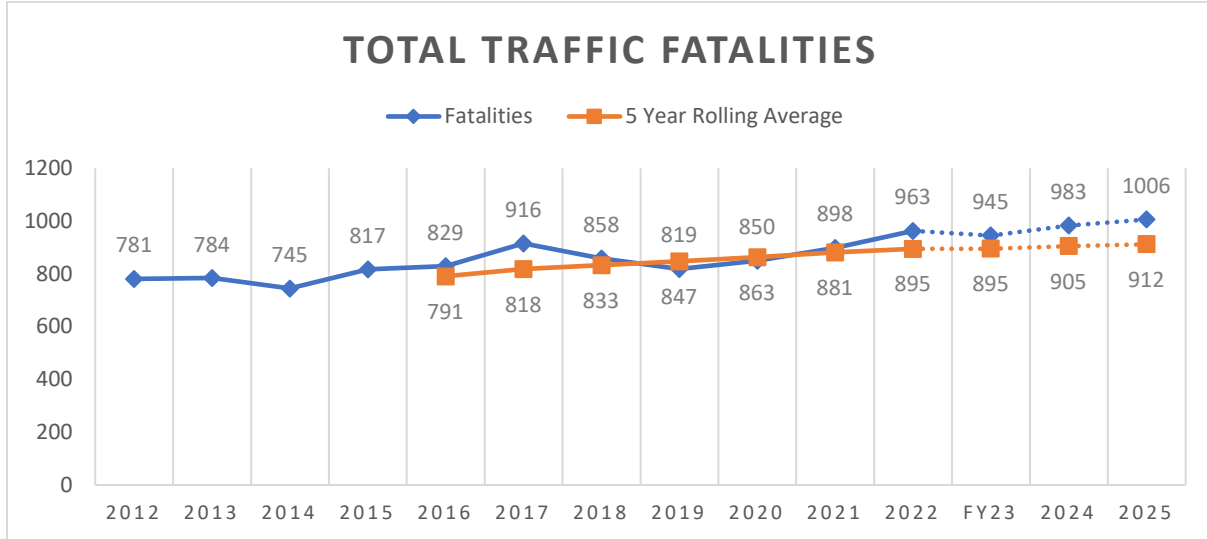


Traffic fatalities increased in FY 2022 compared to FY 2021, from 898 to 962, an increase of 7.12%. These findings remain preliminary until the fatality total is confirmed by F.A.R.S. Although the established metrics for bicyclists and other cyclist fatalities were met, fatalities involving a driver or operator with 0.08 BAC or above, and drivers aged 20 and under involved in fatal crashes were not met, each category saw an improvement from FY 2021 numbers.

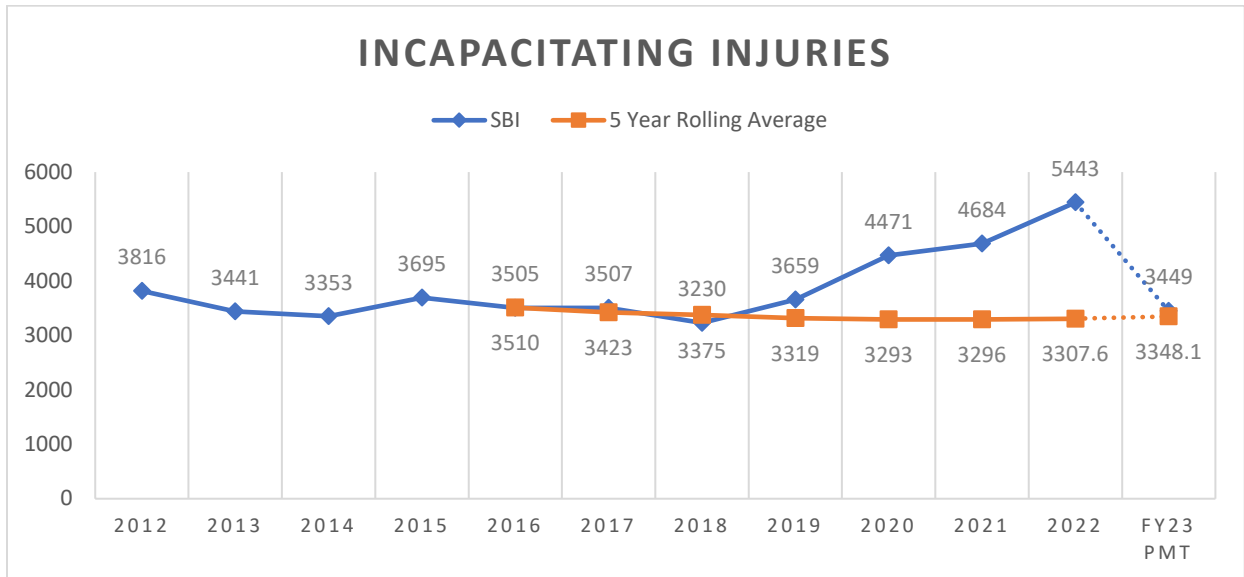
Un-helmeted motorcycle fatalities decreased by 8.6%— from 93 to 85 fatalities and met the established performance target of 97. Drivers aged 20 and under involved in fatal crashes dropped by 10 fatalities down to a total of 112 fatalities for FY 2022 but exceeded the performance target of 105. Specific data related to each program measure, including program measure outcomes, can be found in the subsequent section of this report.

Assessment of Results in Achieving Performance Targets for FY22 and FY21											
Performance Measure	Target Period	FY 2022					FY 2021				
		Target Year(s)	Target Value FY22 HSP	Data Source	Progress Results	On Track to Meet FY22 Target Y/N	Target Value FY21 HSP	Target Year(s)	Data Source	Progress Results	Met FY21 Target Y/N
C-1) Total Traffic Fatalities	5 Year	2018-2022	876	2018 - 2020 FARS 2021-2022 State Data	962	NO	781	2017-2021	2017-2020 FARS 2021 State Data	898	NO
C-2) Serious Injuries in Traffic Crashes	5 Year	2018-2022	2998.2	2018 - 2020 FARS 2021-2022 State Data	5443	NO	3,467.60	2017-2021	2017-2020 FARS 2021 State Data	3304	YES
C-3) Fatalities / VMT	5 Year	2018-2022	1.076	2018 - 2020 FARS 2021-2022 State Data	1.11	NO	0.94	2017-2021	2017-2020 FARS 2021 State Data	1.27	NO
For each Performance Measures C-4 through C-11, the State should indicate the Target Period they used in the FY22 HSP											
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2018-2022	335	2018 - 2020 FARS 2021-2022 State Data	258	YES	202	2017-2021	2017-2020 FARS 2021 State Data	269	NO
C-5) Alcohol-Impaired Driving Fatalities	5 Year	2018-2022	229	2018 - 2020 FARS 2021-2022 State Data	156	YES	197	2017-2021	2017-2020 FARS 2021 State Data	223	NO
C-6) Speeding-Related Fatalities	5 Year	2018-2022	234	2018 - 2020 FARS 2021-2022 State Data	160	YES	202	2017-2021	2017-2020 FARS 2021 State Data	213	NO
C-7) Motorcyclist Fatalities (FARS)	5 Year	2018-2022	138	2018 - 2020 FARS 2021-2022 State Data	130	YES	106	2017-2021	2017-2020 FARS 2021 State Data	131	NO
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2018-2022	97	2018 - 2020 FARS 2021-2022 State Data	85	YES	62	2017-2021	2017-2020 FARS 2021 State Data	83	NO
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 Year	2018-2022	105	2018 - 2020 FARS 2021-2022 State Data	112	NO	96	2017-2021	2017-2020 FARS 2021 State Data	122	NO
C-10) Pedestrian Fatalities	5 Year	2018-2022	113	2018 - 2020 FARS 2021-2022 State Data	131	NO	93	2017-2021	2017-2020 FARS 2021 State Data	119	NO
C-11) Bicyclist Fatalities	5 Year	2018-2022	20	2018 - 2020 FARS 2021-2022 State Data	1	YES	13	2017-2021	2017-2020 FARS 2021 State Data	13	YES
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 Year	2018-2022	95.1	2018 - 2022 State Data	93.9	NO	95.9	2017-2021	2017-2021 State Data	92.9	NO
A-3) Motorcycle Fatalities Per 100k Registrations	5 Year	2018-2022	53.1	2018 - 2020 FARS 2021-2022 State Data	42.5	YES	40.21	2017-2021	2017-2020 FARS 2021 State Data	46.5	NO
A-5) Children aged 15 and under killed in traffic collisions	5 Year	2018-2022	42	2021 - 2022 ARIES	29	YES	24	2017-2021	2020-2021 ARIES	35	NO
CPS-1) Children aged 7 and under killed in traffic collisions	5 Year	2018-2022	17	2021 - 2022 ARIES	12	YES	10	2017-2021	2020-2021 ARIES	11	NO

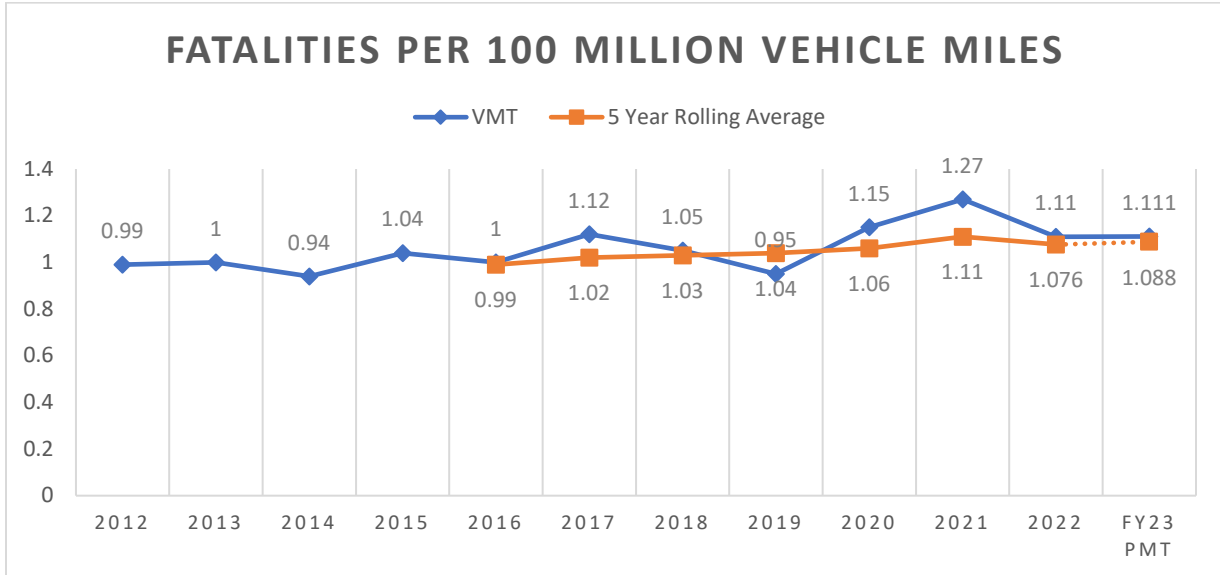
C-1) Number of Total Traffic Fatalities
 2012-2022 & 2023-2025 Projected



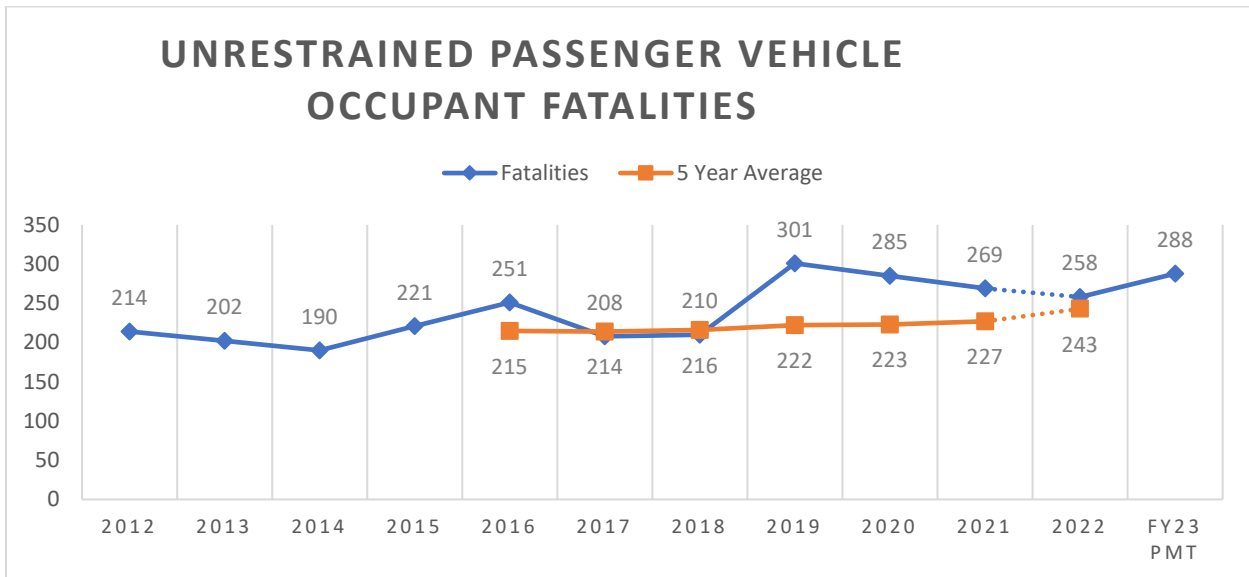
C-2) Incapacitating Injuries
 2012-2022



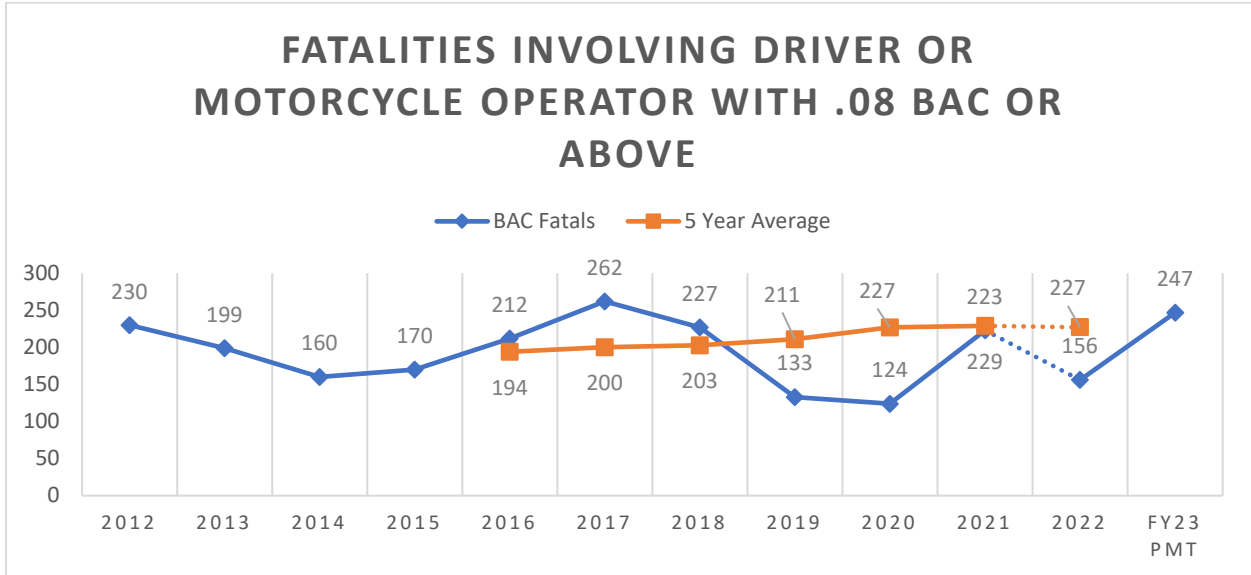
C-3) Fatalities / VMT
2012-2022



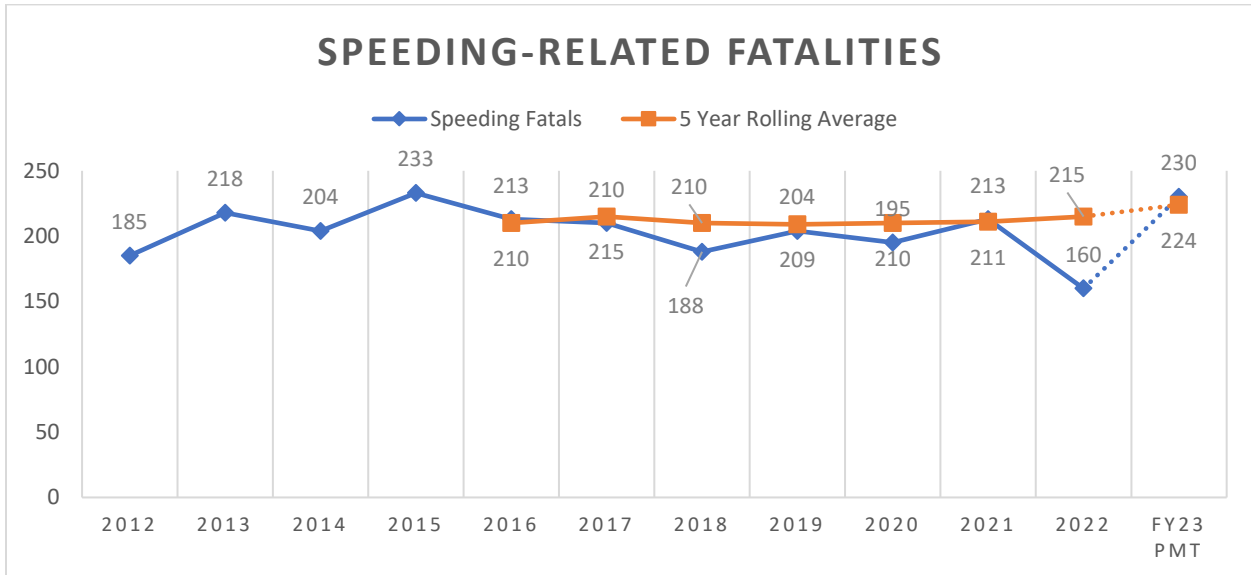
C-4) Unrestrained Passenger Vehicle Occupant Fatalities
2012-2022



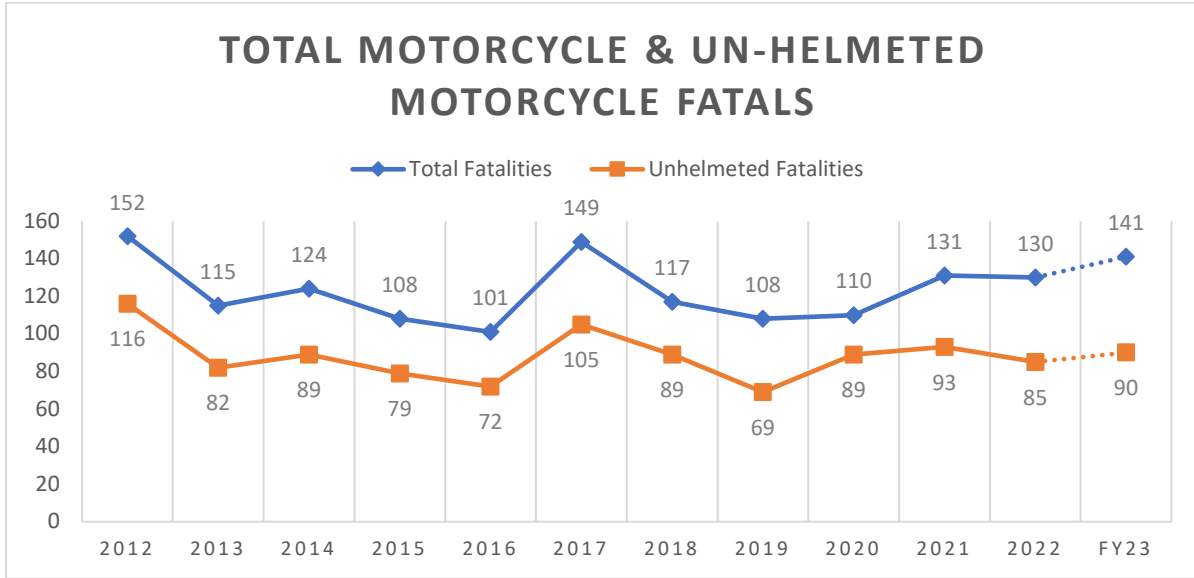
C-5) Alcohol-Impaired Fatalities
2012-2022



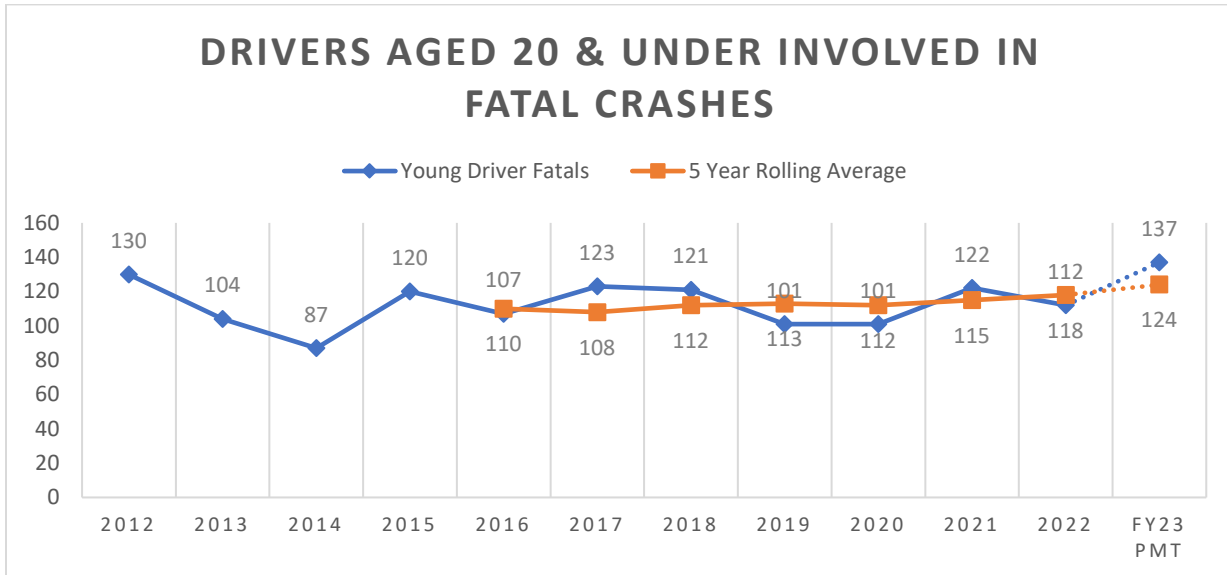
C-6) Speeding-Related Fatalities
2012-2022



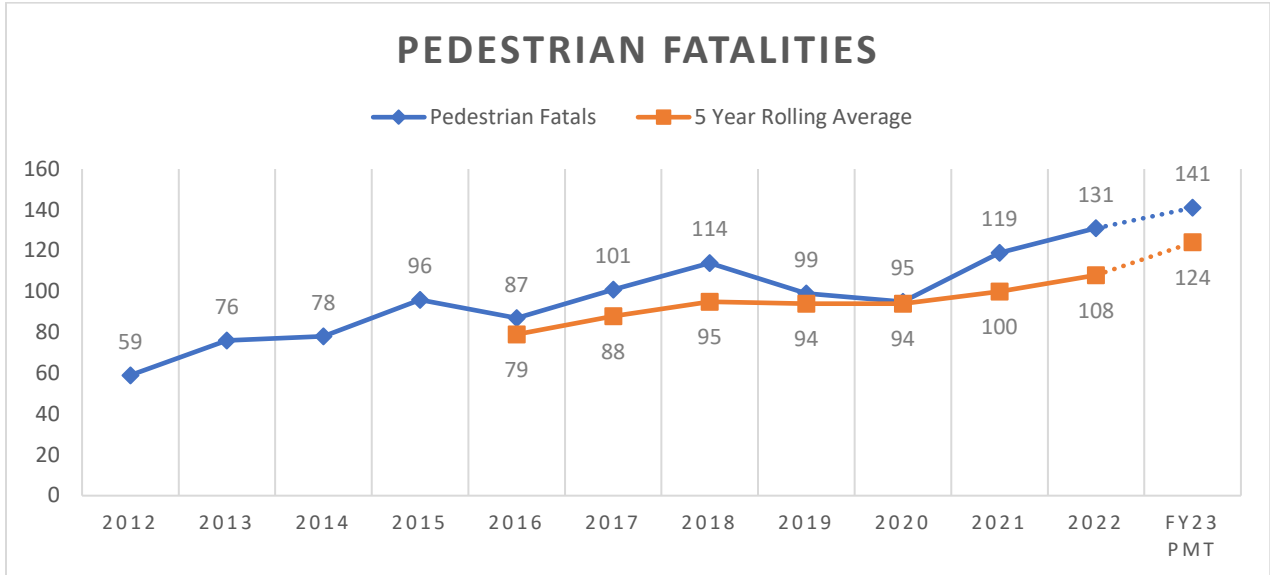
C-7 & C-8) **Total Motorcycle Fatalities & Un-helmeted Fatalities**
2012-2022



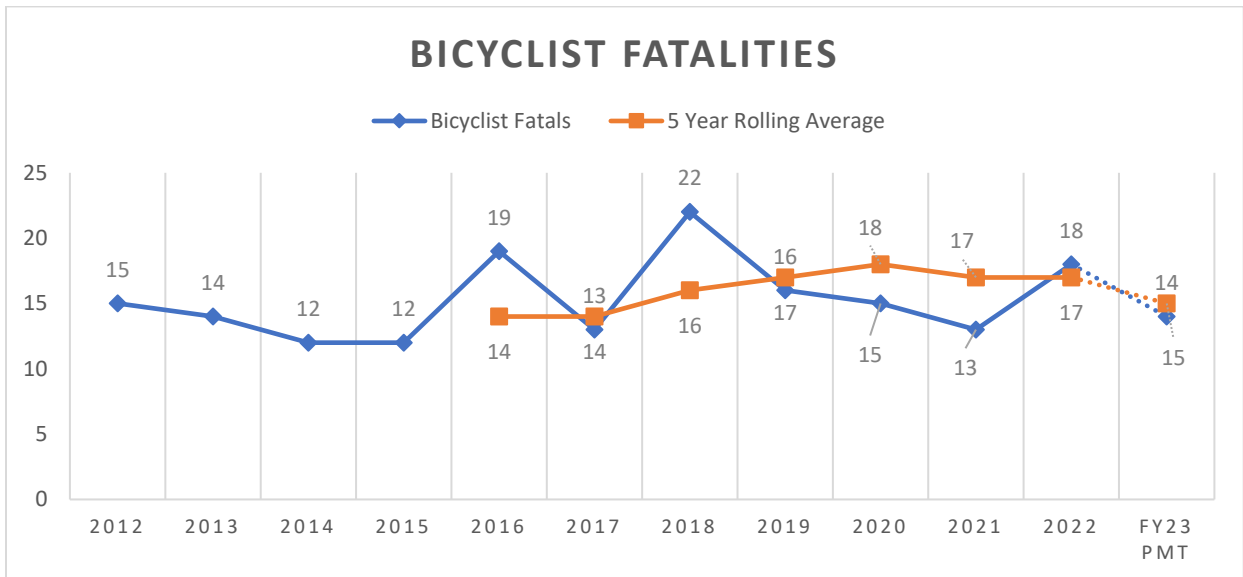
C-9) **Drivers Aged 20 & Under Involved in Fatal Crashes**
2012-2022



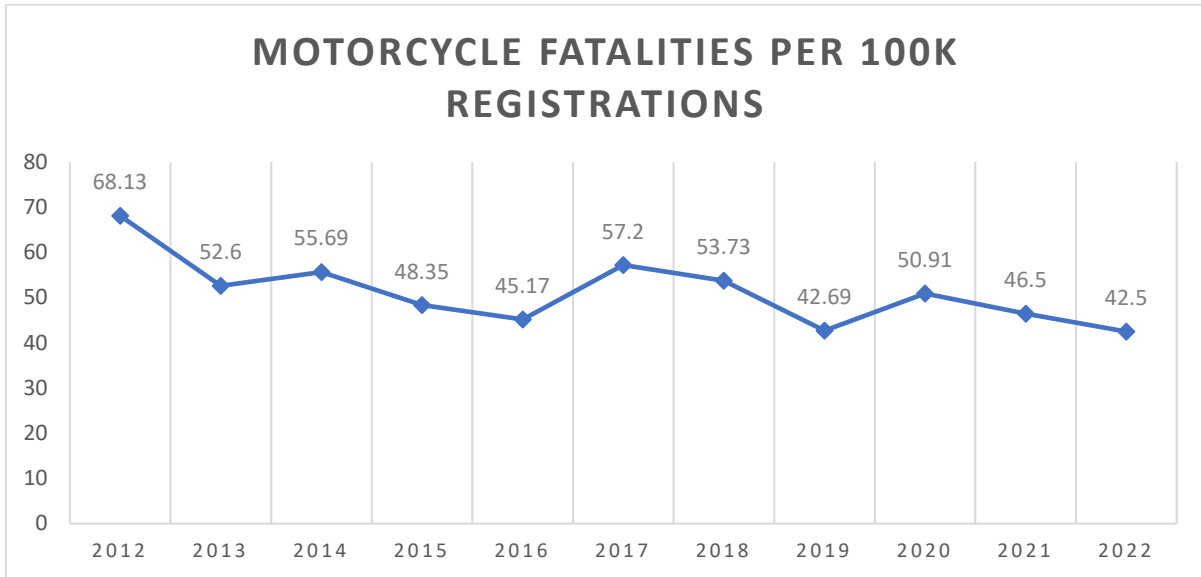
C-10) Pedestrian Fatalities
2012-2022



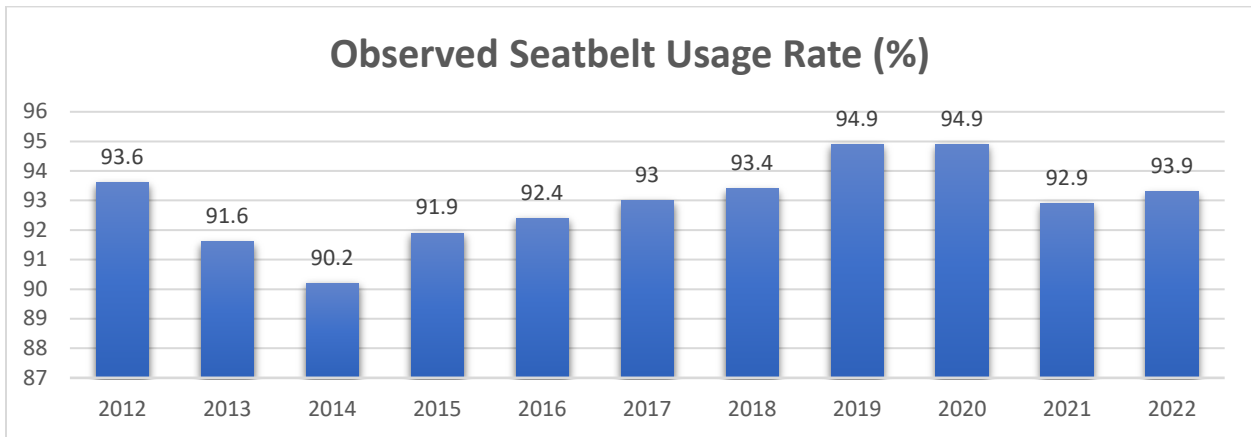
C-11) Bicyclist Fatalities
2012-2022



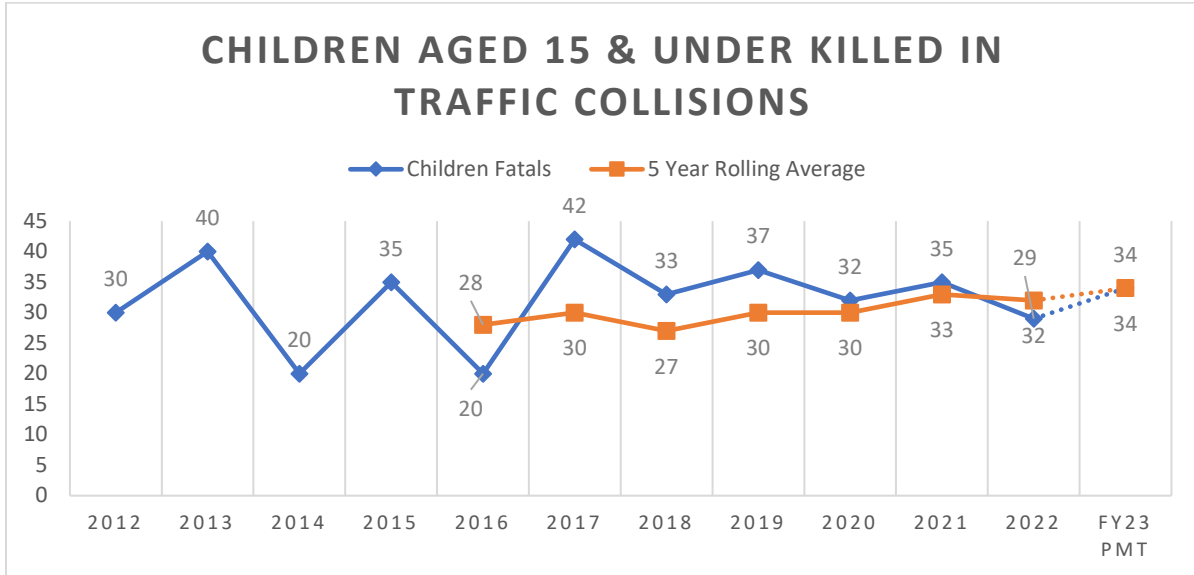
A-3) Motorcycle Fatalities per 100k Registrations
2012-2022



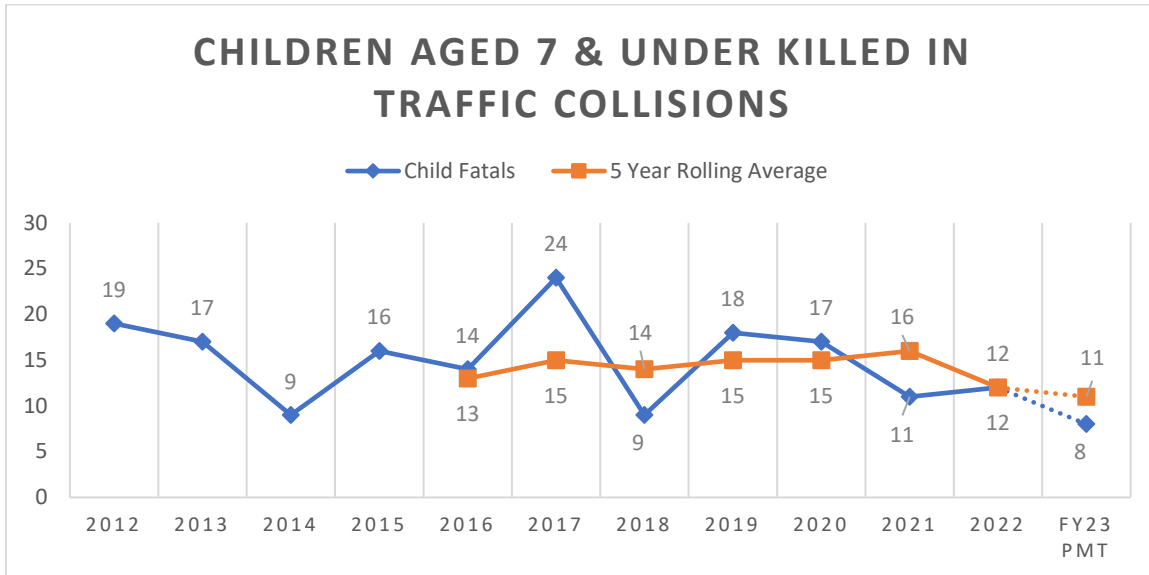
B-1) Observed Seat Belt Use
2012-2022



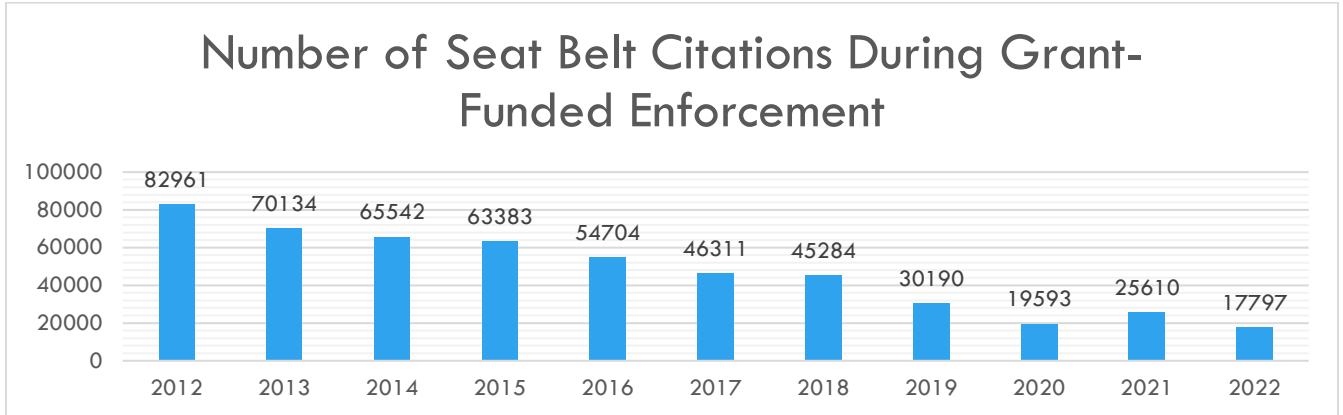
A-5) Children Aged 15 & Under Killed in Traffic Collisions
2012-2022



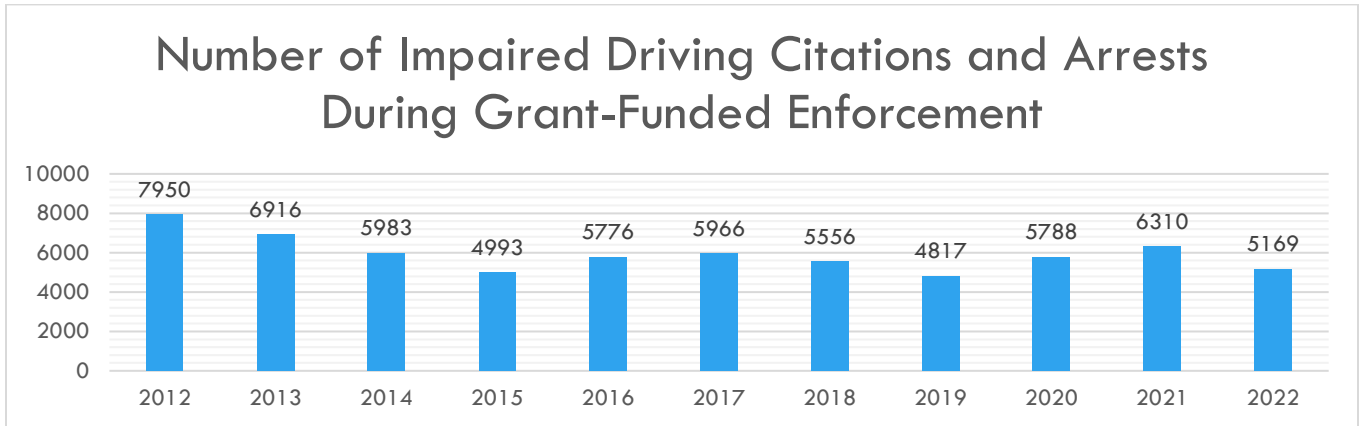
CPS-1) Children Aged 7 & Under Killed in Traffic Collisions
2012-2022



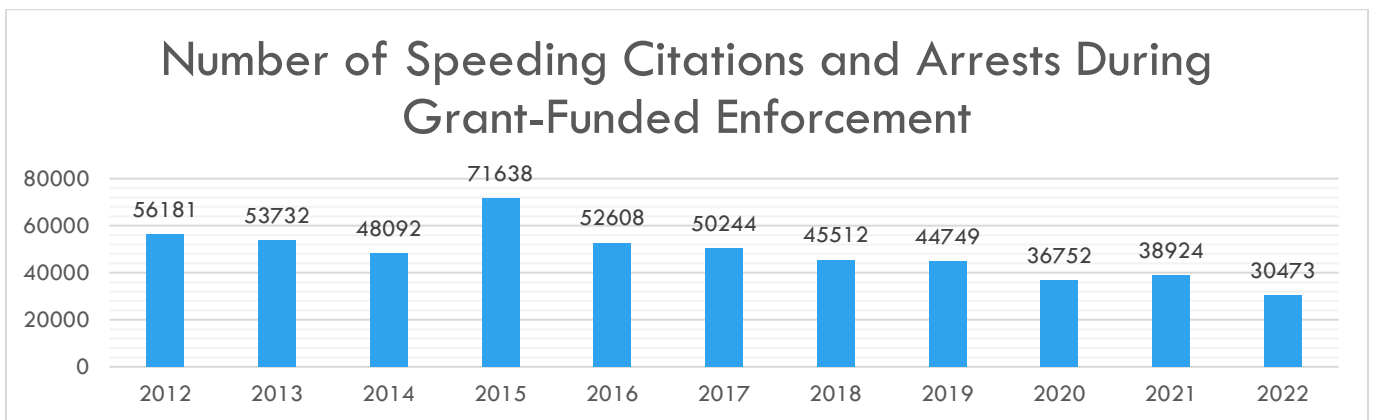
Number of Seat Belt Citations During Grant-Funded Enforcement
2012-2022



Number of Impaired Driving Citations and Arrests During Grant-Funded Enforcement
2012-2022



Number of Speeding Citations and Arrests During Grant-Funded Enforcement
2012-2022



During FY 2022, ICJI sustained a constant review and assessment process of projects within the current HSP. All Performance Metric Targets for FY 2022 were established using an average of the previous five years of performance data. In an assessment of PMTs which were not met during FY 2022, changes were implemented for the FY 2023 HSP.

Funding decreased in the FY 2022 HSP for Pedestrian and Bicycle Programs by 21% and consideration was permitted for law enforcement agencies to purchase bicycle patrol equipment to engage this specific target group on bicycles versus motor vehicle patrol utilizing section 402 funds. Data shows that most pedestrian fatalities occur within two-time spans covering two hours, with a prevailing theme of pedestrians failing to utilize crosswalk designated areas. This data was explicitly provided for enforcement programs as target periods for enforcement to reduce the number of pedestrian fatalities. In the absence of qualifying for 405h funds in FY 2022, Indiana will continue this planned project with 402 funds to meet performance metric targets.

Children aged 15 and under killed in traffic collisions decreased by 17.1% – from 35 fatalities to 29 fatalities. Out of the 21 fatalities involving vehicles, safety equipment was not used in 7 fatalities, and safety equipment was marked unknown in 8 fatalities.

During FY 2021 and continuing through FY 2022, ICJI conducted an education campaign with Indiana law enforcement agencies responsible for completing crash reports with specificity to the importance of the definition of “Incapacitating Injury” and the need for these injuries to be recorded appropriately. ICJI partnered with INDOT to utilize their platform of INDOT Answers and the Indiana State Department of Health to verify through Trauma Registry Database the validity of the officer indicated the severity of the injury.

As an overall traffic safety improvement process with linking speed, unrestrained occupants, and incapacitating injuries in FY 2022, Indiana worked to conduct an awareness campaign of “Click It to Live It” for increased seat belt use and a reduction in incapacitating injuries.



MOBILIZATION ENFORCEMENT

Within the Comprehensive Hoosier Highway Injury Reduction Program (CHIRP), all agencies in Indiana participate in and support the national mobilizations for Safe Family Travels, Click It or Ticket, and Drive Sober or Get Pulled Over. The data chart below represents specific data reported as worked during “blitz” periods or times matching the national mobilizations. This data does not represent activity completed for specific national mobilizations conducted under DUI Taskforce Operations. The CHIRP projects awarded funded over \$6.9 million to local agencies and ISP for enforcement.

CITATIONS DURING ALL NATIONAL BLITZ ENFORCEMENT ACTIVITIES, FY 2022

Citations	Blitz 111	Blitz 112	Blitz 113	Blitz 114	Blitz 115	Total 2022
Seat Belt	1,440	936	134	3,908	288	6,706
Child Restraint	43	71	8	135	26	283
Misdemeanor DUI	62	87	4	38	72	263
Felony DUI	15	26	0	9	25	75
Drug DUI	35	23	1	6	16	81
Underage Alcohol	4	6	0	2	7	19
Suspended License	227	431	66	320	191	1,235
Speed	775	5,134	608	806	2,174	9,497
Motorcycle Permit / License Violation	7	16	1	6	8	38
Criminal Misdemeanor	148	197	15	123	100	583
Criminal Felony	50	66	0	41	36	193
Texting	101	118	34	396	49	698
All Others	1,292	3,190	609	1,855	1,149	8,095
Citation Total	4,199	10,301	1,480	7,645	4,141	27,766
Warning Total	3,770	8,015	1,251	3,557	3,957	20,550
Total Enforcement Activity	825	1,606	1,678	934	712	5,755
Officers Working	323	591	317	333	248	1,812
Hours Worked	2,930.20	6,225.25	3,807.25	3,542.75	2,934.50	19,439.95
Funds Expended	\$127,907.28	\$285,300.43	\$183,537.81	\$164,119.29	\$132,327.70	\$893,192.51
Contacts Per Hour	3.46	3.62	0.73	3.59	3.37	14.77

Several TSD data partners collect, track, compile and analyze data used by the TSD to make programmatic adjustments to advance toward achieving performance targets. Law enforcement agencies report grant-funded activities directly into this database. During FY 2022, over \$6.9 million was awarded for enforcement activities.

Three enforcement projects were funded and implemented in FY 2022 through the comprehensive application process, CHIRP. These projects included the Operation Belt Up (OBU) Project, the Summer Impaired Driving Enforcement (SIDEP) Project, and the Motorcycle High Visibility Enforcement (MHVE) Project. Each project is highlighted in its respective section in this report.



FY 2022

Indiana Criminal Justice Institute

OCCUPANT PROTECTION

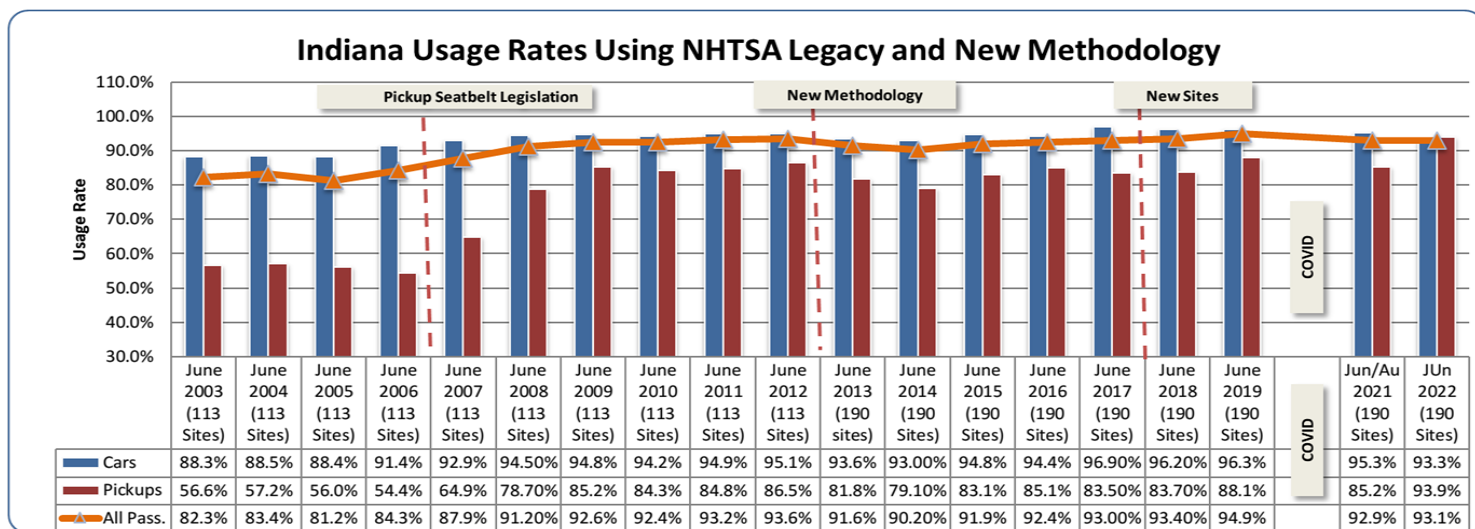
OCCUPANT PROTECTION

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

Data from FY 2022 indicates a relationship between speed-related fatalities and unrestrained fatalities, with 40.3% of speed-related fatalities listed as unrestrained. Additionally, these collisions often happen due to unsafe speed (87%) rather than speed too fast for weather conditions (13%). 832 vehicle-related fatalities did not involve a pedestrian or cyclist. Of these 832 fatalities, 31% of individuals were unrestrained, totaling 258 fatalities. Therefore, Indiana focuses on restraint use and speed reduction to effectively reduce fatalities.

Historically, seatbelt usage rates of pickup truck occupants are lower than cars; therefore, one of ICJI’s primary focuses was improved restraint usage data on this class of occupants. Utilizing the new formula, survey sites, and observers, the survey results found pickup truck occupant seatbelt usage rates for 2022 increased from 85.2% to 93.9%. It continues to remain above the all-passenger vehicle average (excluding 2020) of 93.1%. The seatbelt usage rate for cars is 93.3% and has decreased by over two points since 2021 (95.3%).

SEAT BELT USAGE RATES 2001-2022



INDIANA'S OBSERVATIONAL SEAT BELT SURVEY

Year	Cars	Pickup	Difference
2001	76.0%	41.9%	34.1%
2002	78.2%	47.4%	30.8%
2003	88.3%	56.6%	31.7%
2004	88.5%	57.2%	31.3%
2005	88.4%	56.0%	32.4%
2006	91.4%	54.4%	37.0%
2007	92.9%	64.9%	28.0%
2008	94.5%	78.7%	15.8%
2009	94.8%	85.2%	9.6%
2010	94.9%	84.3%	9.9%
2011	94.9%	84.8%	10.1%
2012	95.1%	86.5%	8.6%
2013	93.6%	81.8%	11.8%
2014	93.0%	79.1%	13.9%
2015	94.8%	83.1%	11.7%
2016	94.4%	85.1%	9.3%
2017	96.9%	83.5%	13.4%
2018	96.2%	83.7%	12.5%
2019	96.3%	88.1%	8.2%
2020	N/A	N/A	N/A
2021	95.3%	85.2%	10.1%
2022	93.30%	93.90%	0.60%



The maps below show the number of unrestrained collision fatalities per county, and the rate of unrestrained crash fatalities per 10,000 population and identify counties that received OBU funding. Union County represented the highest rate of unrestrained fatalities per 10,000 with 2.84. This visual

PLANNED PROJECTS

PROGRAM MANAGEMENT – OCCUPANT PROTECTION

Project Number: PT-2022-07-PT-00

Funding Source: 402 Funds

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

In FY 2022, the Occupant Protection Program Manager coordinated and oversaw occupant protection initiatives. The program manager’s responsibilities included monitoring subgrantee compliance and performance, promoting education and enforcement of occupant protection laws, and acting as the first-line supervisor for the LEL Program. Costs include program management salary, benefits, and travel costs to conferences and training. Conferences and training were designed to improve the skills and abilities of new technology, theories, and techniques in occupant protection. The conferences often were coupled with practical, hands-on exercises, giving staff the opportunity to apply the theories and skills learned.

OPERATION BELT UP - OBU

Project Number: M1*OP-2022-11-00-00

Funding Source: 405b Funds

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

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

In FY 2022, there were 548 fatalities in rural Indiana (56.9% of all fatalities), with 43% of rural fatalities being unrestrained, while 30% 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 2020. Agencies within the identified targeted counties were given priority for funding.

CITATIONS DURING OBU GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2022

Citations	Total 2022
Seat Belt	419
Child Restraint	4
Suspended License	28
Speed	47
Criminal Misdemeanor	20
Criminal Felony	3
Texting	0
All Others	135
Total Citations	656
Total Warnings	843
Grand Total	1,499

In FY 2022, 11 law enforcement agencies were funded for Operation Belt Up. These agencies were: Angola City PD, Franklin County Sherriff, Decatur County Sheriff, Wabash City PD, Winona Lake PD,

Seymour PD, Tipton County Sheriff, Wabash County Sheriff, Michigan City PD, Tell City PD, and Jasper PD. They conducted 158 patrols totaling 518 hours.

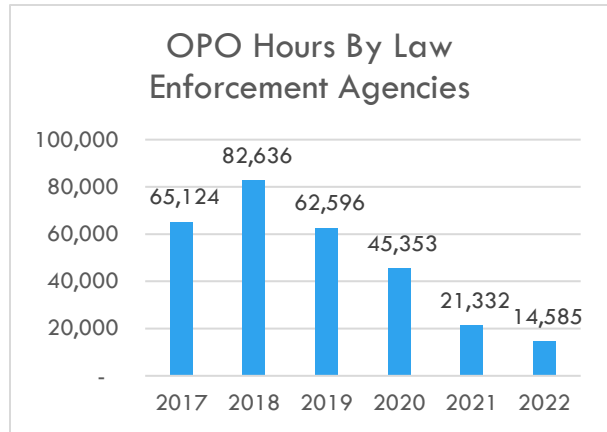
CLICK IT TO LIVE IT PROGRAM

Project Number: OP-2022-08-00-00

Funding Source: 402 Funds

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

ICJI continued its work toward increasing Indiana’s seatbelt usage rate, reducing the number of unrestrained traffic fatalities, and funding overtime enforcement through the CHIRP program. During FY 2022, there were 51 participating agencies, many of which collaborated to utilize combined team-based efforts for 81 traffic safety partnerships. Agencies averaged 3.12 contacts per hour and issued 0.92 seat belt/child restraint citations per hour. Agencies made a DUI arrest every 9.23 hours.



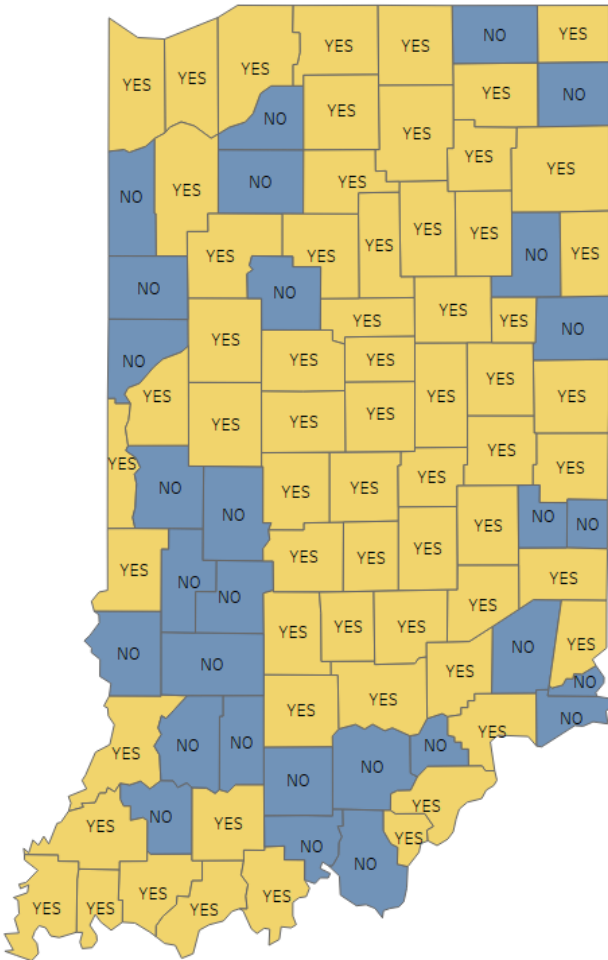
Officers working enforcement programs worked 14,584 hours and issued 41,017 citations and warnings, of which 67% were citations. The total hours for all agencies in FY 2022, including ISP and local agencies, are reflected in the bar graph below. Indiana State Police (ISP) specific enforcement activity is detailed in ISP-specific projects later in this report.

OPO AGENCY ACTIVITIES; INCLUDES ISP AND LOCAL AGENCIES IN TOTALS

Year	Average Contacts Per Hour	Seat Belt / Child Restraint Citations Per Hour	Impaired Driving Arrests	Total Enforcement Hours Worked	Total Citations and Warnings	Citations Percentage
2017	3.31	1.32	13.03	65,124	175,365	63
2018	3.17	1.27	17.4	82,636	255,038	61
2019	3.14	1.22	18.31	62,596	169,991	61
2020	3.13	1.01	22.51	45,352	125,556	62
2021	2.98	1.03	11.98	48,957	132,248	63
2022	3	0.96	16.1	34,047	89,333	62

CITATIONS DURING CITLI GRANT FUNDED ENFORCEMENT ACTIVITIES

[CLICK IT TO LIVE IT FUNDING](#)



CITLI Citations	Total 2022
Seat Belt	7868
Child Restraint	266
Misdemeanor DUI	72
Felony DUI	19
Drug DUI	32
Underage Alcohol	2
Suspended License	1406
Speed	8403
Motorcycle Permit / License Violation	65
Criminal Misdemeanor	348
Criminal Felony	114
Texting	51
All Others	16,811
Total Citations	27589
Total Warnings	13428
Grand Total	41017

PURDUE UNIVERSITY – SECONDARY CRASH MAPPING PROGRAM

Project Number: RS-2022-14-00-00

Funding Source: 402 Funds

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

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost-effective technology for crash scene mapping. Purdue University has been working closely with the Tippecanoe County Sheriff’s Office (TCSO) to establish UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation during the past three years. The established protocol includes step-by-step guidelines for system setup, deployment, mission planning, site preparation, pilot training, data transfer, and post-processing. Several case studies have illustrated the reliability of the derived protocol and the feasibility of its use for the documentation of the day and nighttime crash scenes.

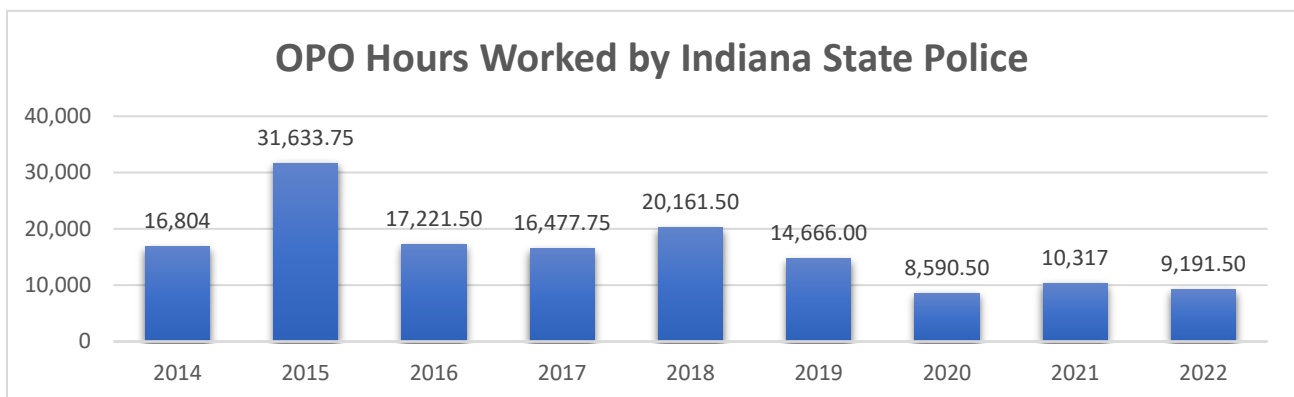
INDIANA STATE POLICE**Project Number: OP-2022-13-00-00***Funding Source: 402 Funds*

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

During FY 2022, ISP worked during all five blitz mobilizations. The primary focus of these overtime enforcement activities for this project was occupant protection. Activity included troopers issuing 18,762 citations (49.8%) and 18,869 warnings (50.2%). Of the citations written, 800 were for impaired driving over .08 and 1,687 for seat belt violations. Troopers also made a DUI arrest every 6.41 hours and conducted 14,468 hours of patrol.

CITATIONS DURING GRANT FUNDED ENFORCEMENT ACTIVITIES FOR THE ISP, FY 2022, 402 FUNDS

Citations	Seat Belt Patrols	Other Patrols	Total 2022
Seat Belt	576	951	1,687
Child Restraint	12	22	34
Misdemeanor DUI	29	115	144
DUI Drug	1	17	18
Underage Alcohol	0	5	5
Suspended License	29	78	107
Speed	1,354	4,310	5,664
Criminal Misdemeanor	105	351	456
Criminal Felony	12	75	87
Texting	21	126	147
All Others	1,200	679	4,018
Grand Total	3,339	9,028	12,367
Warnings	3,579	10,572	14,151





FY 2022

Indiana Criminal Justice Institute

TRAFFIC RECORDS

TRAFFIC RECORDS

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

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted to the crash database for program decisions, resource allocation, and statewide and local crash statistics requests. To assist during FY 2022, TSD continued to reduce the backlog of pending toxicology results for all crashes. With 962 traffic fatalities involving 1,465 drivers reported for FY 2022, 1,029 individuals (65.2% of drivers) were indicated to have been administered a breath or blood test as part of the crash investigation. Of the drivers marked as fatalities, 51% were tested for drugs or alcohol.

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

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



PLANNED PROJECTS

PROGRAM MANAGEMENT/TRAFFIC RECORDS COORDINATOR

Project Number: M3DA-2022-39-00-00

Funding Source: 405c Funds

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

In FY 2022, the Traffic Records Coordinator was responsible for managing Indiana’s crash records system, assisting agencies with reporting crashes electronically, and continuing initiatives to improve the timeliness and accuracy of crash records. The Indiana Crash Records assessment was completed in May 2018 and served as the most recent guide to enhance data quality on Indiana crash reports. Like other years, in FY 2022, the program coordinator followed a strategic timeline, which outlined when each improvement activity would be conducted. The use of 405c and 402 funds covered the program manager’s salary, benefits, and travel costs to traffic record-related conferences and training.



FATALITY ANALYSIS REPORTING SYSTEM (FARS)

Project Number: M3DA-2022-00-00-42

Funding Source: 405c Funds

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

Created in 1975, the Fatality Analysis Reporting System (FARS) is a national data collection system that contains information on all known police-reported motor vehicle crashes which involved at least one fatality. A reportable fatality is a death that occurs within 30 days (720 hours) of the motor vehicle crash and is a direct result of the collision. In addition to FARS, the National Highway Traffic Safety Association (NHTSA) seeks to support States in collecting motor vehicle crash report data beyond incidents involving a fatality. The motor vehicle crash data collection and analysis process help estimate the overall crash demographics both nationally and within a State, allowing for the identification of highway safety problem areas. The analysis of these data sources serves as an invaluable tool for States to review and set their traffic safety priorities alongside updated National statistics.

The Fatality Analysis Reporting System (FARS), represents a census of all police-reported fatal motor vehicle crashes in the United States (50 States, District of Columbia, and Puerto Rico), where crash information is analyzed, coded, and stored in NHTSA’s Records-Based

Information Solution (RBIS). These data collection efforts provide comprehensive motor vehicle crash information that permits States and designated NHTSA-support contractors to perform in-depth analysis used for highway safety planning and programming functions.

FY2023 Goals:

1. Continue to provide the most timely, accurate, consistent, and complete data to all stakeholders.
2. Obtain missing “not reported” crash data, through requests to local authorities and maintain partnerships with stakeholders within the TRCC.
3. Continue to meet the mandatory benchmark of timeliness, and strive to supersede, meeting all benchmarks to include completeness, and data quality every month.
4. Make a difference by saving lives, wherever and whenever possible.



TRCC PROCESS IMPROVEMENT PROGRAM

Project Number: FDL*TR-2022-43-00-00

Funding Source: 405d Funds

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

In FY 2023, ICJI will request assistance from the Governors Highway Safety Association’s Consulting Services Initiative (CSI) to conduct a comprehensive review of the functional processes and collaboration of its TRCC,

offer recommendations for improvement and provide on-call guidance to the TRCC coordinator tasked with implementing the recommendations. In addition, CSI will assess and provide recommendations regarding the utility, quality, timeliness, and value of Indiana’s Traffic Safety Fact Sheets (Fact Sheets), which are produced annually to assess the completeness and accuracy of Indiana’s Crash Record Database (ARIES). The ICJI utilizes the Fact Sheets as one data source to develop its annual HSP, while ICJI sub-recipients reference the problem ID data in their grant proposals. The Fact Sheets are also used by safety stakeholders, the media, and other audiences.

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

INDIANA UNIVERSITY - PUBLIC POLICY INSTITUTE

Project Number: CP-2022-41-00-00

Funding Source: 402 Funds

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

In FY 2022, grant funds supported the Indiana University Public Policy Institute (PPI) services. The project completes an assessment of crash records content to identify motor-vehicle crash trends, and data voids to assess for completeness. It culminates with the creation of Indiana Traffic Safety Fact Sheets. Fact sheets contain traffic-related data for each of the following categories: alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. In addition, PPI publishes an annual Indiana Crash Fact Book and County Profiles publication for each of Indiana's 92 counties. PPI submits these documents for review by the TSD and the Research Division of ICJI for the second level of study before release. TSD utilizes this information to form performance measures, respond to media requests, and provide data for subgrantees to identify strategies and specific problem identification for grant applications. These published documents are hosted on the ICJI website at: www.in.gov/cji/research/crash-statistics.



PURDUE UNIVERSITY - CENTER FOR ROAD SAFETY

Project Number: M1*TR-2022-42-00-00

Funding Source: 405b Funds

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

In FY 2022, Purdue University's Center for Road Safety (CRS) completed Seatbelt Survey Operations Management and Research and CODES Project activities for TSD. CRS released two crash-related publications, EMS, and hospital inpatient/outpatient databases. An observed seatbelt usage rate of 93.9% in FY 2022 decreased from 94.9% in 2019. This seemingly slight decrease of one percentage point significantly impacts Indiana's population of 6.87 million, and it translates to 90,000 fewer Hoosiers wearing their seat belt in FY 2022. A total of 6.45 million Hoosiers used their seatbelt when in a vehicle in FY 2022. 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-2022-46-00-00

Funding Source: 405c Funds

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

The Indiana Trauma Registry (ITR) provides the means to monitor the Indiana trauma system for efficiency and effectiveness to improve injury data submitted by hospitals for those involved in a traffic crash. There are currently 134 hospitals with emergency departments (Eds) in Indiana, but only 129 are actively reporting data to the Indiana Trauma Registry. In FY2022, information from incident to entry in



FY 2022

Indiana Criminal Justice Institute

IMPAIRED DRIVING (ALCOHOL)

IMPAIRED DRIVING

Reducing impaired driving crashes continues to be a primary problem identification area for Indiana. Indiana had a lower percentage of fatalities resulting from impaired driving than other states in recent history. During FY 2022, ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities.

In FY 2022, ICJI, local law enforcement, and the LELs increased efforts to promote and support high visibility enforcement (HVE) in the form of sobriety checkpoints, signboards, and patrol car signage. Indiana has also put an increased emphasis on the detection of drug-impaired operators through the increase in training opportunities for Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted to the crash database for program decisions, resource allocation, and statewide and local crash statistics requests. During FY 2022, TSD continued to reduce the backlog of pending toxicology results for all crashes. In total 962 traffic fatalities involving 1,465 drivers were reported for FY 2022. 1,029 individuals (65.2% of drivers) were indicated to have been administered a breath or blood test as part of the crash investigation. Of the drivers marked as fatalities, 51% were tested for drugs or alcohol.

In FY 2022, there were an estimated 106 alcohol-impaired fatalities (BAC .08 or higher), up from 94 in FY 2021. Marion County leads the state in the highest number of OWI crashes annually. In Marion County in FY 2021, 1,586 collisions were reported where a breath or blood test was administered, and in FY 2022, 1,271 such crashes were reported, a decrease of 315 reported tests.



PLANNED PROJECTS



PROGRAM MANAGEMENT – IMPAIRED DRIVING

Project Number: M6X-2022-18-PM-00

Funding Source: 405d Funds

Linked PMTs: C-5, C-16

In FY 2022, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects. The program manager's responsibilities included monitoring 54 subgrantees for DUI Taskforce compliance and performance, collaborating with local, state, and community organizations to develop

and implement impaired driving awareness campaigns, and promoting enforcement of Indiana's impaired driving laws.

In FY 2022, the impaired driving program manager participated in ICJI's traffic safety update meetings. The meetings consist of training sessions for local law enforcement regarding upcoming funding opportunities. They also provide project oversight for Traffic Safety Resource Prosecutor, DRE/Standard Field Sobriety Test (SFST) Training Program, Ignition Interlock, and Summer Impaired Driving Enforcement Project. Impaired driving funds paid the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars.

SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT

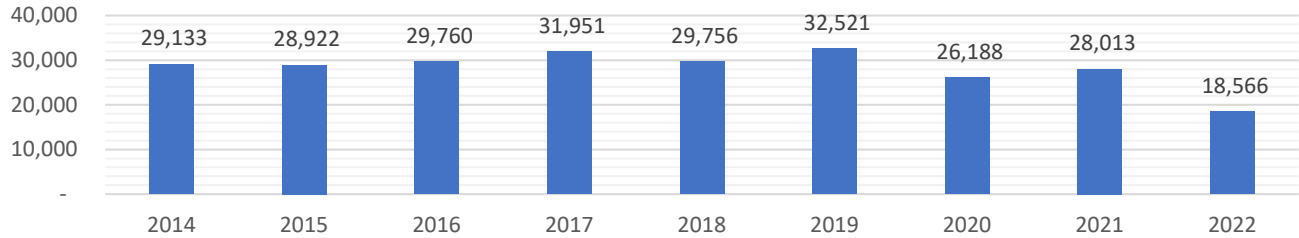
Project Number: 164AL-2022-23-00-00

Funding Source: 164AL Funds

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

The summer impaired driving enforcement program (SIDEPE) promotes a coordinated effort to reduce alcohol-impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties. This project is designed to decrease impaired driving crashes and deaths in identified counties. ICJI implemented this new enforcement campaign in 2018 targeting the summer impaired driving season between Memorial Day and Labor Day. The top fifteen (15) small, ten (10) medium and five (5) large counties were identified based on their rate of alcohol-impaired crashes. In FY 2022, 75 law enforcement officers across a multitude of agencies conducted impaired driving patrols and sobriety checkpoints totaling 1,370.75 hours of enforcement time.

DUI Hours Worked By Funded Law Enforcement Agencies, FY22



PORTABLE BREATH TEST EQUIPMENT

Project Number: 164AL-2022-22-00-00

Funding Source: 164AL Funds

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

In FY 2022, 320 Portable Breath Testing devices (PBTs) were maintained by participating agencies and 2,863 PBTs were entered into the OPO database. Any additional units were covered by local department funding, rather than grants.



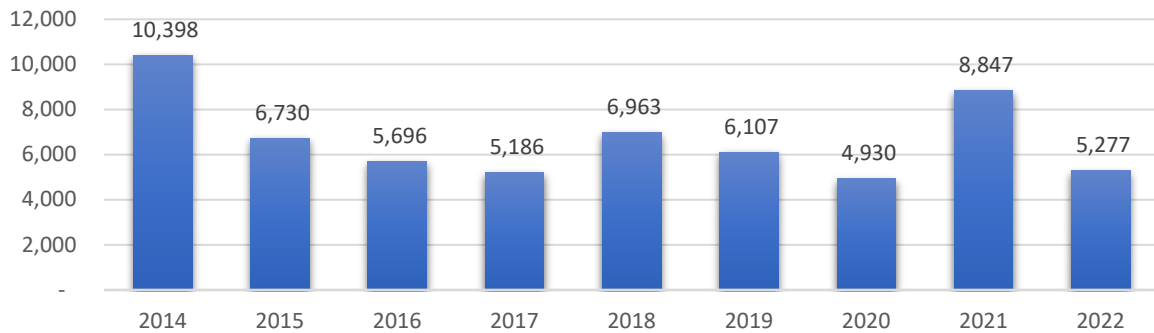
INDIANA STATE POLICE – IMPAIRED DRIVING

Project Number: M6X-2022-26-00-00

Funding Source: 405d Funds

Linked PMTs: C-1, C-3, C-5, 13, 14, 16 Throughout FY 2022, ISP conducted sobriety checkpoints and saturation patrols as part of their highway safety grant. ISP also programmed overtime traffic enforcement patrols in areas of the state that had fewer local law enforcement overtime patrols.

DUI Hours Worked By Indiana State Police FY22



DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION

Project Number: M6OT-2022-27-00-00

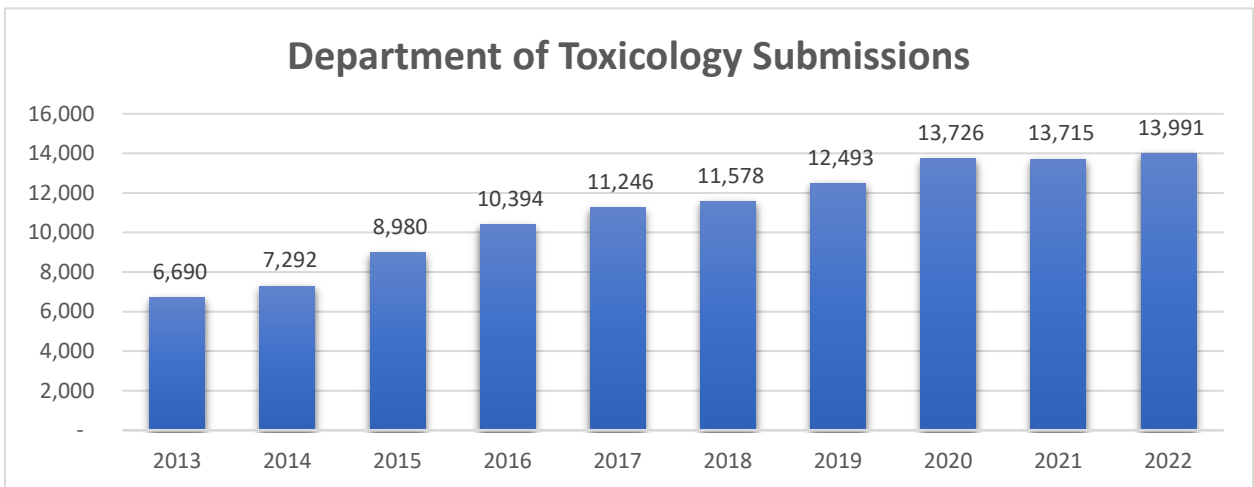
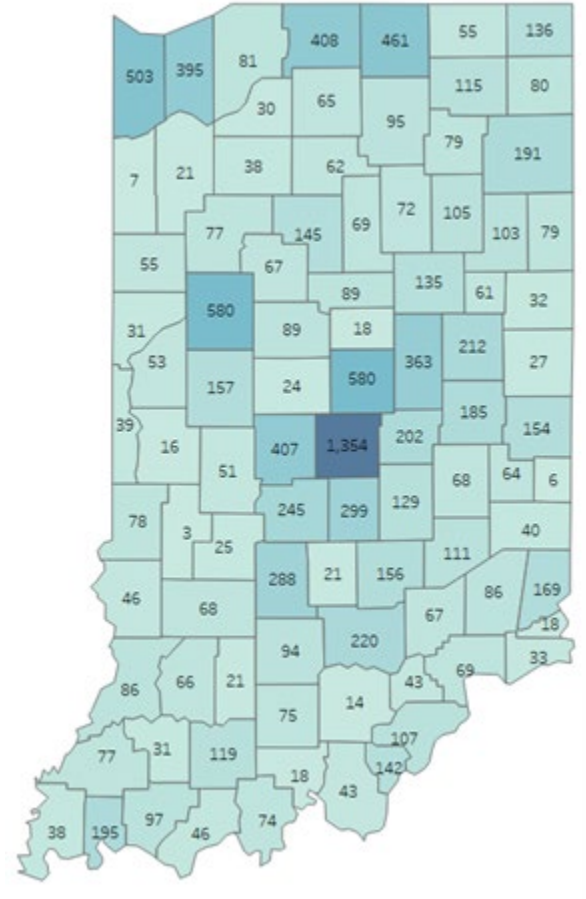
Funding Source: 405d Funds

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

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

In FY 2022, TSD supported this project, sustaining fewer than 90 days reporting period. Complete visualization of the project impact will be assessable in FY 2023 and FY 2024. Officers and prosecutors will begin to aggressively reengage the DUI enforcement arena, knowing toxicology results for their efforts will be available to move the legal and administrative processes swiftly. Turnaround times were maintained at less than 120 days throughout the grant period. The future goal is to solidly remain at fewer than 90 days turnaround-wise. During FY 2022, there were 9,077 cases submitted to the lab to be analyzed for alcohol, and 7,950 cases were completed with an average turnaround of 62 days. During the same time, there were 8,214 cases

TOXICOLOGY SUBMISSIONS PER COUNTY



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

This year, the Officer David Moore DRE Officer of the Year Award was presented to Indiana State Police Trooper Noah Ewing, and the Lt. Gary Dudley DRE Instructor of the Year Award was presented to Officer Chris Smith with Indiana State Excise Police.



DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

Project Number: M6X-2022-29-00-00

Funding Source: 405d

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

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

DRINKING & DRIVING DON'T MIX



INDIANA STATE EXCISE POLICE UNDERAGE DRINKING – TEEN TRAFFIC SAFETY

Project Number: 164AL-2022-19-00-01

Funding Source: 164AL

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

The Indiana State Excise Police, the law enforcement division of the Indiana Alcohol and Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2022, Excise Police received funding from ICJI to conduct four enforcement initiatives. Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), Intensified College Enforcement (ICE), and Place of Last Drink (POLD), all focused on reducing the availability of alcoholic beverages to underage persons who possess, consume, transport, or purchase alcohol. The overall goal of the Indiana State Excise Police combined SUDS/SCIS/ICE/POLD programs is to ultimately reduce the amount of alcohol available and consumed by persons less than 21 years of age in the State of Indiana. Therefore, decreasing the chance of minors being injured, hospitalized, and even killed due to problems associated with underage drinking.

Excise officers conducted 540 SUDS, CIS, and ICE details statewide during FY 2022. During those details, 707 citations were issued specifically for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. A total of 1,469 citations/arrests and 349 written warnings were issued. During the 232 SUDS details in FY 2022, juveniles/minors were prevented from illegally consuming and possessing alcoholic beverages. There were 1,818 contacts made, 1,469 arrests/citations, and 349 written warnings issued during SUDS details. Of these, 707 arrests/citations/warnings were specifically for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. The 700 total citations also include False ID-related charges. SUDS details are conducted at significant events where underage drinking often occurs. Such events include Indiana University's Little 500, the Indianapolis 500, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, concerts at Klipsch Music Center, White River State Park, and many more events.

The Indiana State Excise Police aimed to conduct at least 75 CIS details statewide in package liquor stores, grocery stores, and pharmacies where alcoholic beverages are sold for off-premises consumption. A total of 164 CIS details were conducted statewide. Excise officers made 78 total contacts, and 34 written warnings during those details. 28 arrests, citations, and warnings were specifically for minor possession, consumption, and transporting alcohol, as well as to adults for

furnishing or inducing minors to possess alcohol. Cops-in Shops is primarily an educational and relationship-building program between the Indiana State Excise Police and alcoholic beverage retailers.



In FY 2022, 144 ICE details were conducted statewide during the grant period. Excise Officers made 1,041 total contacts: 832 arrests/citations and 209 written warnings during those details. Specifically, 402 arrests/citations/warnings were for minor possession, consumption, and transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. ICE allows officers to increase their enforcement efforts in and around significant college

campuses in Indiana to reduce underage drinking and, therefore, underage impaired driving. Specifically targeted were Indiana University in Bloomington, Ball State University, Butler University, University of Indianapolis, Indiana University-Purdue University (IUPUI), Indiana State University, Notre Dame University, Indiana University South Bend, Indiana University East in Richmond, Vincennes University, University of Southern Indiana, DePauw University, Indiana University-Purdue University Fort Wayne (IPFW), Purdue Calumet in Hammond, Indiana Wesleyan in Marion, Valparaiso University, and Indiana University Northwest in Gary.

The Indiana State Excise Police initiated 198 POLD investigations. Out of the 198 investigations, 3 resulted in administrative Notices of Violation, 3 administrative Notices of Warning being issued, 181 closed as “Unfounded or No Action Taken” due to not having enough evidence to prove fault or to identify a specific business, and 4 were referred to another agency.

During FY 2022, 232/100 SUDS details were completed (218% achieved). In addition, 164/75 CIS details were completed (200% achieved), and 144/125 ICE details were completed (115% achieved).

TRAFFIC SAFETY RESOURCE PROSECUTOR

Project Number: FDL*PT-2022-31-00-00

Funding Source: 405d Funds

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

During FY 2022, the TSRP continued providing legal education for prosecutors. The TSRP continued to work with all branches of the Indiana government, serving on working groups with the Office of Court Technology, Bureau of Motor Vehicles, Indiana Department of Toxicology, Indiana State Police, Indiana State Excise Police, and the Legislative Services Agency. These groups worked to help the State

implement new laws and streamline existing traffic law procedures to ensure more substantial cases, faster processing times, and cost savings. The TSRP program continues to work closely with the DRE program and conduct training on legal aspects and courtroom considerations for Standardized Field Sobriety Test training at the Indiana Law Enforcement Academy. The TSRP assisted with the inaugural class of the Indiana Law Enforcement Phlebotomy Program. The TSRP continues to participate with the Cops in Court Program. This 3-day program brought prosecutors and law enforcement officers from around the state to become more proficient with OWI prosecution and testimony. The Legislative Update Section of this report details the actions of the TSRP to work with the Legislative Services Agency and Legislature to keenly observe and defend proposed changes that impact traffic safety and enforcement efforts in Indiana.

The TSRP program hosted several pieces of training throughout the FY2022 year, including in-person and online. A particularly difficult Operating While Intoxicated Causing Death and Leaving the Scene of a Death case took place in December of 2021. This complex trial was two weeks in length but was handled by a single prosecutor due to understaffing. The TSRP was able to provide constant support throughout the case; preparing motions, discussing strategy, and responding to a wide range of motions. Ultimately, the jury found the defendant guilty of both the OWI and Leaving the Scene. Without the assistance of the TSRP, the Prosecutor would not have had the ability to properly respond to all the defense motions and complex areas of law involved in the case.

JUDICIAL OUTREACH LIAISON

Project Number: M6X-2022-32-00-00

Funding Source: 405d Funds

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

During FY 2022, the JOL provided continuing legal education for judges involved in impaired driving cases. The JOL developed an Indiana Impaired Driving seminar for judges through the National Judicial College. The JOL also prepared a presentation for law enforcement entitled, “The Role of Judges in Traffic Safety: Different Role, Common Goal.” This was presented at the inaugural Traffic Safety Conference. This year was atypical from years past with the coronavirus pandemic. Many seminars or training that would have been in person were moved to a virtual setting. The JOL peer-reviewed numerous publications and regularly published a column in the Indiana Court Times. In addition, the JOL partnered with the Indiana Prosecuting Attorney’s Council (IPAC) to conduct specialized DUI Court training that involved participation from law enforcement and prosecutors. In 2017, the Indiana Legislature passed a bill to allow ICJI to oversee standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana. The JOL works with judges throughout Indiana to educate them on ignition interlock availability and effectiveness.



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

Project number: M6OT-2022-24-00-00

Funding Source: 405d Funds

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

The TSD has deployed the use of oral fluid testing instruments at sobriety checkpoints throughout Indiana & equipped countless law enforcement agencies with this technology. Collecting oral fluid for narcotics testing from a driver on the roadside can be easy, quick, and non-invasive. The accuracy of these results increases when the sample is collected as close to the time the driver was operating a vehicle as possible. Funds from this program purchased an initial supply of eighty (80) testing instruments at the cost of less than the minimum equipment threshold value. They supplied testing collectors and cartridges for these instruments.

Units were deployed during multiple regional pieces of training beginning in November 2020. Officers from agencies who are trained in ARIDE are eligible to participate. During FY 2022, agencies deployed a unit were required to send monthly data downloads to the program manager for data and program evaluation purposes. By the end of FY 2022, over 1500+ oral fluid tests were completed. Of the tests run, 56.17% have returned positive for one or more drugs.



LAW ENFORCEMENT PHLEBOTOMY PROGRAM

Project number: M6OT-2022-30-00-01

Funding Source: 405d Funds

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

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

The TSD conducted the initial rollout of the Law Enforcement Phlebotomy Program in collaboration with the Indiana State Department of Health, Indiana State Department of Toxicology, and Vincennes University. The Law Enforcement Phlebotomy Program provides Indiana officers training to collect blood samples from vehicle operators involved in fatal crashes and all crashes where impairment is suspected. Twenty-five (25) officers have fully completed the phlebotomy course and are state qualified to draw blood. This program allows officers to spend less time transporting individuals to and from hospitals, enabling them to return quicker to enforcement activities. This program also facilitates the ability of Indiana to test a more significant percentage of drivers involved in fatal collisions, increasing our access to timely, accurate data.



TRAFFIC SAFETY ALL-STARS

To kick off the 2022 Drive Sober or Get Pulled Over National Mobilization, the TSD rolled out the red carpet in August in recognition of the state's 2022 Traffic Safety All-Stars. The division was proud to be joined by CJI Executive Director Devon McDonald, who presented 62 police officers with the award for working overtime in 2021 to save lives and put a stop to impaired driving.

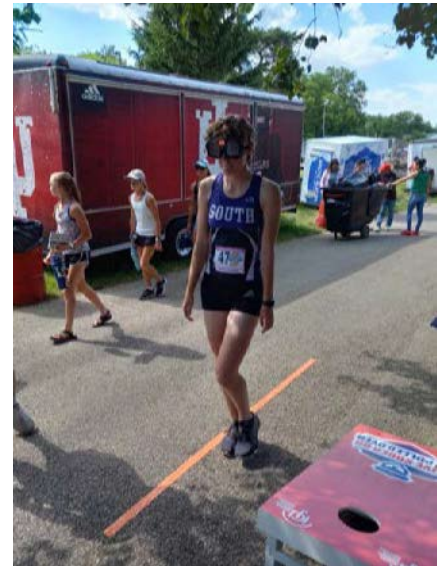
To be named an all-star, the officer must have made at least 40 OWI arrests in 2021. The recipients were nominated by their departments as some of the top officers for OWI enforcement. In addition to the 62 officers, one individual received the Leadership Award for aiding in the fight against impaired driving: Officer Courtney Alwine with the Miami County Prosecutor's

Office. Several CJI staff members were also named Traffic Safety All-Stars and awarded Golden Glove awards including ICJI's Northeast LEL, Christopher Kirby, and Central East LEL, Dave Allender. FARS analysts Michelle Dunn & Angelique Beamon were recognized with engraved baseball bats for their longevity, service, and quality fatality data contributions.

In total, the officers recognized made close to 3,000 OWI arrests across Indiana in 2022.

ALLIANCE HIGHWAY SAFETY

In 2022, CJI partnered with Alliance Highway Safety to provide outreach to Indiana drivers with projects designed to engage those who are most vulnerable to highway fatalities and serious injuries. Alliance provides public engagement, which is a critical component of a successful highway safety project. This interaction includes multiple levels from key stakeholders, potential industry partners, law enforcement bodies, and the driving public.





» High School State Tournaments

Alliance partnered with the Indiana High School Athletic Association (IHSAA) to promote highway safety at the High School State Tournaments. With students, parents, and fans from throughout the state, high school tournaments provide an excellent avenue to reach large crowds of people in key demographics to deliver the highway safety message. An interactive display was set up at 47 high school tournaments and high school sporting events throughout the year, which focused on occupant protection, and impaired or distracted driving. The campaign logo with the link was displayed on the IHSAA.org homepage with a rotating graphic. It included a full-page color advertisement in the souvenir programs for state championship events and was shown in static and digital signage at the tournament venues. Traffic Safety announcements were also read over the public address system at the championship events.

» Enforcement Blitz Activation

Alliance partnered with minor league sports teams to educate drivers and promote safe driving on a schedule to coincide with the enforcement mobilization “Operation Pull Over Blitz.” Alliance set up a partnership with the Indy Fuel hockey team for a season-long presence with digital signage and public address announcements at each of their games throughout the season, as well as periodic in-game promotions promoting the highway safety message. An interactive display was designed to match the enforcement message tying the enforcement and education components together throughout the season. Pledge cards and surveys were collected from fans and public information and educational items were used to engage fans. The Enforcement Blitz activation was enhanced with an expanded partnership to deliver the highway safety message and recognize law enforcement with the Indy Fuel Minor League Hockey team. In addition, Alliance set up one interactive display during the season with each of the Fort Wayne Komets minor league hockey teams and the Fort Wayne Mad Ants basketball.



» Motorsports

Alliance organized and activated a project designed to promote the highway safety message at ten (10) motorsports venues throughout Indiana. Motorsports fans tend to be a young male demographic prone to self-destructive behaviors and risk-taking. 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 located as well as the overall attendance at those venues. An interactive tent display was set up at an event in each of the 10 venues that were staffed by Alliance. Attendees at the races were engaged with interactive elements such as impairment simulation goggles. Alliance collected surveys from the attendees to measure demographic information as well as attitudes and campaign awareness.



» Motorcycle Safety Project



Alliance organized and activated a project designed to promote the highway safety message at motorcycle rallies and motorcycle dealerships throughout Indiana. Data on the most well-attended rides were cross-referenced with areas most impacted by motorcycle fatalities and fatalities rates, to select 7 motorcycle rallies to attend. Alongside these, was the largest motorcycle rally in the state, the Miracle Ride for Riley. Alliance set up an interactive display featuring an attention-grabbing giant inflatable motorcycle and attendees at the rides were engaged with interactive elements. Alliance collected surveys from the attendees to measure demographic information as well as attitudes and campaign awareness. They produced and distributed signs and promotional materials to fifty (50) motorcycle dealerships throughout the state for them to help spread the message throughout the community. The project promoted safe and sober riding as well as a “Look Twice Save a Life” message to the facility and a working relationship with the motorcycle community.

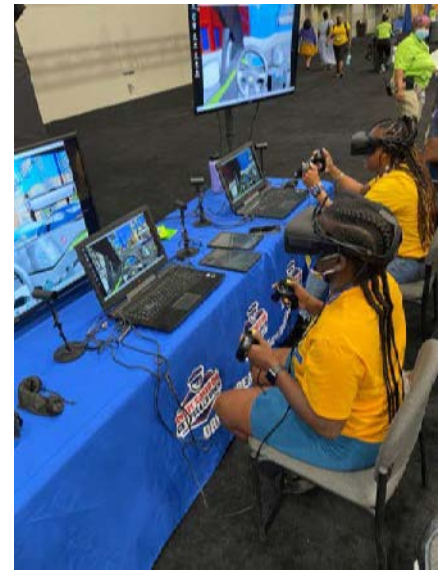
» Indiana Fairs & Festivals

Fairs and festivals provide an excellent avenue to promote the highway safety message, bringing together all walks of life into one centralized location. The peak of the fair and festival season coincides with the dangerous months of July and August for highway fatalities. Alliance coordinated a project for the Indiana State Fair, five county fairs, and multiple community festival events across the state. The fairs and events were selected based on their county composite ranking and total highway fatalities, as well as the quality and timing of the event. Over the course of 61 days of activation at the fairs and festivals, Alliance was able to provide outreach to the more than 1.3 million people who attended these events.

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

» Minor League Baseball

The Minor League Baseball project promoted safe driving to fans attending Minor League Baseball venues throughout the state. This project promoted the safe driving message with interactive onsite fan engagement, a safe driving themed between-innings promotion, public address announcements, digital signage, and video board messaging for the two largest drawing venues: the Indianapolis Indians and the Fort Wayne Tin Caps. Interactions reached over 800,000 fans in these two communities. Attendees were engaged with an interactive element, such as an impaired driving simulation or seat belt contests. Public information and educational items were distributed to engage fans while surveys and pledge cards were collected to measure the reach of the messaging and the impact on drivers' behaviors.





During the August enforcement mobilization, Alliance coordinated with the Indianapolis Indians to recognize Traffic Safety All-Stars” who achieved milestones in keeping impaired drivers off the road. The officers were recognized with a press event at the stadium in downtown Indianapolis recognizing the “Traffic Safety All-Stars” who exemplify a dedication to highway safety. The “Traffic Safety All-Stars” and the “Drive Sober or Get Pulled Over” message was promoted at the

stadium throughout the rest of the season. The project energized the efforts of law enforcement and created earned media opportunities to promote sober driving.

» Sober Ride Indiana

Sober Ride Indiana is an alternative transportation project designed to educate drivers and pedestrians about the dangers of impaired driving and impaired walking while also promoting and providing a safe ride home.



Throughout the year, 12,504 rides were redeemed presumably keeping thousands of impaired drivers and pedestrians off the roads.

The project was administered during the key holidays and events that traditionally show an increase in incidents caused by impaired driving and walking. The dates included the holiday season in late November through New Year’s Day, during the Super Bowl, St. Patrick’s Day, the NCAA tournaments Cinco de Mayo, the Indianapolis 500, and the weekends of Memorial Day, Independence Day, and Labor Day. A website was created for the project to provide a reliable and consistent method for distributing ride codes near targeted holidays. Throughout the year the website received 61,517 visitors.



The project was promoted in the bars and restaurants of the Indianapolis and Fort Wayne areas with high rates of incidents with marketing materials such as coasters, posters, table tents, and business cards. Alliance set up interactive displays in the popular bar and restaurant areas. Surveys were collected and ride certificates were distributed to the patrons of these

establishments and the attendees of these events. The project was promoted with targeted posts and advertisements on social media. The message was delivered to adults in the areas of emphasis during the engagement period around the holiday and special events calendar. The social and digital media efforts to promote the Sober Ride Indiana project reach over 1.25 million impressions and created more than 20,000 engagements with clicks, likes, comments, and shares of the postings.



» College Sports Tour

Collegiate athletics provides an excellent avenue to promote the highway safety message, especially impaired driving prevention, to students and fans. Indiana has several prominent collegiate athletic programs, with large crowds gathered especially for the college football and basketball seasons. Alliance coordinated to set up a partnership with many of the largest universities in the state for a presence at prime events, with partnerships focused on Indiana University, Purdue University, Ball State University, Butler

University, the University of Indianapolis, Indiana State University, and Valparaiso University. The project was able to visit each of the universities for a total of fourteen (14) activation displays at prominent basketball and football games.

At each event, Alliance set up an interactive display focused on impaired driving prevention and promoting safe and sober rides. The display included a pledge to drive safely and sober utilizing interactive tools such as impairment goggles and/or a virtual reality safe driving simulator. The project also implemented digital signage and public address announcements where possible at each school visited. The partnership with Butler University included a season-long presence with digital signage and public address announcements as well as placement on their digital platform targeting phone users in the arena. The project was able to reach hundreds of thousands of NCAA sports fans in Indiana throughout the basketball and football seasons.





FY 2022

Indiana Criminal Justice Institute

MOTORCYCLE SAFETY

MOTORCYCLE

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

In FY 2022, Indiana met its performance target of 138 motorcycle fatalities. There were an estimated 130 motorcycle fatalities during FY 2022, a decrease of less than 1% from the FY 2021 total of 131 motorcycle fatalities. Indiana records motorcycle fatality data to include vehicles classified as Motorcycle, Moped, Motor-Driven Cycle Class A, and Motor-Driven Cycle Class B.

After reviewing motorcycle crash data, TSD found that unendorsed riders continued to be significantly represented in motorcycle crashes versus properly endorsed operators. In FY 2022, TSD worked with BMV and other partners to continue contacting all known unendorsed operators of registered motorcycles in Indiana with a strategically planned message. This message included information on the benefits of becoming a properly trained and endorsed motorcyclist and the consequences of failure to obtain the required endorsement.

Indiana law requires helmets to be worn by motorcyclists under 18 years old or anyone who only has a motorcycle learner's permit. In FY 2022, an estimated 85 of the 130 (65.3%) motorcycle or moped riders involved in fatal collisions were not wearing helmets. Motorcyclists in deadly collisions were identified as being at fault in 73.5% of the crashes. The top two recorded primary causes for fatal motorcycle collisions in FY 2022 were: unsafe speed (28) and failure to yield right of way (13).



PLANNED PROJECTS

PROGRAM MANAGEMENT – MOTORCYCLE

Project Number: PM-2022-MC-40-00

Funding Source: 402 Funds

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

In FY 2022, the ICJI program manager coordinated and oversaw motorcycle safety initiatives using 402 funds for communication and educational programs. The program manager’s responsibilities included monitoring subgrantee compliance with the motorcycle HVE project.

MOTORCYCLE HIGH VISIBILITY ENFORCEMENT

Project Number: MC-2022-49-00-00

Funding Source: 405d Funds

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

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 209,588 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Local law enforcement agencies were encouraged to offer their proposals of conducting an HVE Motorcycle Project in their jurisdiction. Suggestions of where motorcycle HVE could be implemented included: poker runs, swap meets, bike nights, and various charity rides. In FY 2022, 12 law enforcement agencies were awarded motorcycle HVE funding. These agencies conducted 136 patrols totaling 464.50 hours of enforcement time. A total of 38 officers wrote 292 citations and warnings throughout the MH-HVE program.

BMV PARTNERSHIP - MOU

Project Number: M9MT-2022-48-00-00

Funding Source: 405f Funds

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

Under a memorandum of understanding, the TSD partnered with the BMV on several projects to promote motorcycle safety. Although the MOU is valid through the next fiscal year, many of the projects are either underway or have been completed or are near completion.

- » *Miracle Ride Sponsorship*
The Miracle Ride Foundation sponsors an annual motorcycle ride to benefit the Riley Children’s Hospital. The Miracle Ride for Riley has



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.



Find a motorcycle safety course near you and learn how to obtain your motorcycle endorsement at RideSafeIndiana.com.





raised over \$6.7 million since 1998 and is one of the nation's largest and longest-running motorcycle charity events. As part of the TSD's partnership with BMV, Ride Safe Indiana was a 2022 sponsor and had messaging displayed at the event.

» *Updated Posters for BMV Branches*

Currently, BMV branches display posters featuring an outdated marketing campaign. This project, which is near completion, is designed to update the signage at prominent locations with various traffic safety messaging to include seat belt use, pedestrian safety, and motorcycle awareness.

» *Purchase and Repair of Training Motorcycles*

RSI provides training bikes to authorized providers throughout the state. Based on the needs of the motorcycle safety program, this project is for replacement parts to repair those training bikes.

» *Motorcycle Awareness Campaign*

To reduce motorcycle crashes and fatalities, the TSD and BMV partnered together on a media campaign to increase motorcycle awareness and promote safe driving during riding season at gas stations around the state. A recap will be provided in next year's annual report.





FY 2022

Indiana Criminal Justice

CHILD PASSENGER SAFETY

CHILD PASSENGER SAFETY

Indiana law requires children under eight to be appropriately restrained in a child safety seat compliant with FMVS 213. There were 12 children under the age of eight killed in traffic crashes. Of those, three were reported as unrestrained. Three children under eight, who were restrained using child safety seats, were fatally injured. However, it is undetermined whether these children were properly restrained or not.

29 children aged 15 and under were killed in traffic crashes in FY 2022, decreasing from 35 in FY 2021. Of these fatalities, 24 were occupants of motor vehicles, and 5 were pedestrians. For all collisions involving the death of children aged 15 and under and impaired driving was a potential factor, a test for drugs and alcohol was conducted.

ICJI collaborates with law enforcement agencies and the

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



PLANNED PROJECTS

PROGRAM MANAGEMENT – CHILD PASSENGER SAFETY**Project Number: M1X-2022-02-PM-00***Funding Source: 405b Funds*

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

In FY 2022, the Child Passenger Safety Program Manager coordinated and provided oversight for child passenger safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, promoting education, monitoring enforcement of child passenger laws, and oversight of Indiana's child restraint distribution program. Funding was provided through 405b funds, and paid for the program manager's salary, benefits, and travel costs to conferences and training.

CAR SEAT INSPECTIONS

at Ivy Tech Community College
108 W. 28th St. Indianapolis, IN 46208

**Wednesday,
May 4, 2022
4:30PM - 6:30PM**



- As many as 85% of car seats are misused.
- Have your car seat inspected by a certified Child Passenger Safety Technician.
- Car seats will be provided on a first come, first serve basis to children who need a seat.
- To receive a seat, the caregiver, child and vehicle MUST be present.

The clinic will be cancelled in the event of bad weather or emergency!
For more information call: 317-274-2977



Enter from West 28th Street.
Scan the QR code for more information!

<https://qrco.de/bcxPN1>

**CHILD PASSENGER AND PEDESTRIAN SAFETY TRAINING PROGRAM****Project Number: M1X-2022-05-CS-00***Funding Source: 405b Funds*

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

During FY 2022, ICJI supported the Automotive Safety Program (ASP) at the Indiana University School of Medicine, which sought to reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of ASP at inception was to design and promote traffic safety initiatives for children in Indiana. ASP provided statewide public information and education programs to increase the correct use of child restraints. ASP funded 33 child safety seat clinics throughout the state and held child safety-seat inspections at ASP, which led to 772 inspections and hundreds of seats distributed to families in need.

In FY 2022, ASP utilized the National Child Passenger Safety Curriculum to conduct 17 Child Passenger Safety Technician (CPST) certification classes throughout Indiana. By conducting these classes, ASP added 196 new

technicians, 14 law enforcement officers. At the end of FY 2022, there were over 1,300+ child passenger safety technicians and instructors in Indiana.

ASP continued outreach to minority populations to educate families on child passenger safety, focusing primarily on the increasing Hispanic population. Funding was provided explicitly for a part-time Latino Project Manager during FY 2022.

AUTOMOTIVE SAFETY PROGRAM ACTIVITY

Year	Courses	New Technicians	New Law Enforcement Technicians	Total Technicians	Clinics	Inspected Car Seats	Car Seats Deemed Defective
2016	21	256	33	876	89	4598	2208
2017	24	305	18	1106	49	1910	1333
2018	31	364	20	1513	66	1513	957
2019	31	281	22	1364	48	961	655
2020	24	207	12	1574	29	528	366
2021	22	198	21	1269	36	736	472
2022	17	196	14	1340	33	772	470

CHILD RESTRAINT SYSTEM INSPECTION STATION(S)

Project number: CR-2022-04-CS-00, M16-2022-05-CS-00

Funding Sources: 405b funds; 402 Funds

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

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

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

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

This program contributes to child passenger safety by providing the TSD with accurate data on the use, distribution, and inspection of child restraints in Indiana. ICJI has purchased iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. This project additionally funds the purchase of child restraint seats to be distributed by a technician through the Child Passenger Safety Specialists using the PFS Network across Indiana. In FY 2022, ICJI tracked data using the NDCF form for over 120+ child passenger safety inspection stations throughout the state. Those inspection stations completed 6,625 child restraint inspection entries and distributed 3,849 child restraints.

EARNED MEDIA – CHILD PASSENGER SAFETY WEEK

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

CHILD SAFETY ADVOCATE AWARDS

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

Indiana has a vast network of child passenger safety technicians, who are dedicated to educating parents and caregivers on matters related to child seat safety, such as finding the right car seat and proper installation. Now in its 26th year, the Child Safety Advocate awards program was created to recognize those going above and beyond in Indiana to prevent unintentional motor vehicle fatalities.





FY 2022

Indiana Criminal Justice Institute

YOUNG DRIVERS

PLANNED PROJECTS



PROGRAM MANAGEMENT – YOUNG DRIVERS

Project Number: M1X-2022-02-PM-00

Funding Source: 402 Funds

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

The program manager is a shared-time position, and funds were used to oversee the ASP, Excise Police, Indiana SADD, pedestrian, bicyclist, and teen driver programs in FY 2022. This included responsibility for two Rule the Road events (402 funds).

STUDENTS AGAINST DESTRUCTIVE DECISIONS – TEEN TRAFFIC SAFETY

Project Number: M1*TSP-2022-15-00-01

Funding Source: 405b Funds

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

SADD’s mission is to provide students with the best prevention tools possible to

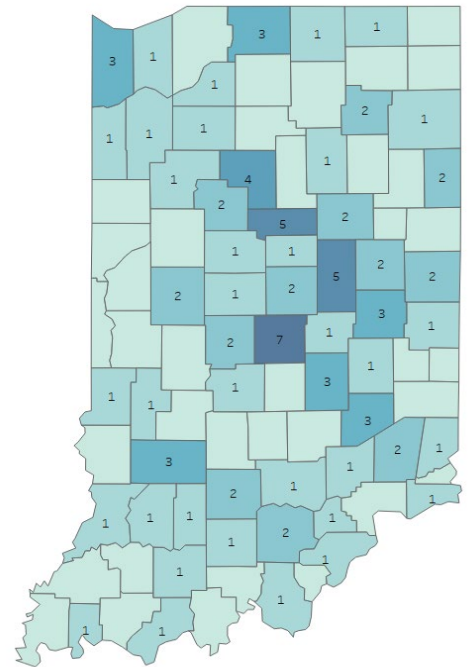
confront the issues of underage drinking, drug use, risky and impaired driving, and other destructive decisions. Starting with 80 in 2000, Indiana SADD continues to expand the number of chapters in high schools and currently has 96 registered chapters in schools across Indiana, increasing by two (2) from the previous year.

SADD Chapters	
2015	255
2016	266
2017	261
2018	241
2019	88
2020	91
2021	94
2022	96

The SADD newsletter was expanded to include more information and encourage virtual participation through social media. SADD worked with a small group of teens throughout the state who made up the Student Leadership Council and helped promote the SADD message.

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

SADD CHAPTERS PER COUNTY





FY 2022

Indiana Criminal Justice Institute



PEDESTRIAN/BICYCLISTS

PEDESTRIAN SAFETY

In FY 2022, Indiana met its performance target of less than 141 pedestrian fatalities. There were 131 pedestrian fatalities. There were eighteen (18) bicyclist and other cyclist fatalities in FY 2022, which increased from fifteen (15) in FY 2021 and surpassed the target of fourteen (14) fatalities.

PLANNED PROJECTS



PEDESTRIAN AND BICYCLE FATALITY PREVENTION PROGRAM

Project Number: FDL*PS -2022-10-00-00

Funding Source: 405d Low (FLEX) Funds

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

In FY 2022, ICJI funded 15 pedestrian and bicycle safety programs, across 11 counties. These 15 law enforcement agencies conducted high visibility patrols throughout their communities, educating pedestrians, bicyclists, and motorists on properly sharing the road. In addition to HVE activities, the Hammond Police Department reopened a safety village for children and parents to receive information on traffic laws. In FY 2022, law enforcement grantees reported to the OPO Database to log specific enforcement efforts in addition to community education efforts. During FY 2022, 219 officers logged 809 patrols, totaling 2,902.50 hours and 1038 citations and warnings.

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

Project Number: PS-2022-09-00-00

Funding Source: 402 Funds

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

The SAVE Project was added to the FY 2019 HSP as a dedicated, objective-specific, and measurable program focused on pedestrian safety during school bus loading and unloading and continued through FY 2022. Through a collaborative partnership between school corporations, school resource officers, local law enforcement, and school bus drivers, this program works to provide safe transportation routes for students going to and from school. Grants were awarded to law enforcement agencies to conduct high visibility patrols targeting stop-arm violators, speeding, and reckless driving around school buses

and school zones when children are present. In addition, law enforcement followed up on investigations utilizing onboard camera footage from school buses or other reported eligible activities regarding stop-arm violations.

The project provided a specific mobilization period during FY 2022 of March-May and August-September.

The mobilization period encompassed calendar periods where students return to school following the extended periods of absence of school bus transportation from public roadways for scheduled student breaks.

Administrative time for law enforcement was permissible as an allowable cost to allow for pre-mobilization coordination with school corporations and to conduct training with these partners on

techniques for drivers on how to limit violation and incident opportunities. This pre-mobilization training will create additional earned media opportunities at the local level.



In addition, 3,197 patrols were conducted during the mobilization totaling 9,430.91 hours worked by 668 officers. The Indiana Department of Education (DOE) annually completes a statewide one-day survey to collect the number of stop-arm violations reported in one single day. This number revolves near 2,000 violations daily for the last several years. This pre-enforcement data point gives the ability to collaborate with the DOE to evaluate the effectiveness of this program.



FY 2022

Indiana Criminal Justice Institute

POLICE TRAFFICE SERVICES

POLICE TRAFFIC SERVICES

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

PLANNED PROJECTS

STATEWIDE TRAINING

Project Number: M1*PT-2022-16-00-00

Funding Source: 405b Funds

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

TSD staff sought input from subgrantees regarding the types of training they deem necessary to implement better occupant protection enforcement, drug and alcohol recognition, and testing, child passenger safety, and legal traffic stops. Expectations of the subgrantees during the fiscal year were also reiterated, and funding was paid for training materials.



PLANNING AND ADMINISTRATION

Project Number: PA-2022-01-PA-01

Funding Source: 402 Funds

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

The planning and administration project funds the overall operations of the traffic safety area. Operational areas include the salary and benefits for the traffic safety director and staff and a research associate.

The ICJI executive director, deputy director, and legal team will also bill hours for traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project, along

with travel to conferences and training related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

LAW ENFORCEMENT LIAISON PROGRAM (LEL)

Project Number: CP-2022-34-00-00

Funding Source: 402 Funds

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

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. ICJI participated in the two national mobilization campaigns (Click It or Ticket and Drive Sober or Get Pulled Over). The TSD also conducts statewide mobilizations near St. Patrick's Day as a Dangerous Driving Campaign. Active law enforcement participation is imperative to these federally required programs.

A proven method of increasing law enforcement participation is utilizing Law Enforcement Liaisons (LELs). LELs contribute to safe communities' traffic safety programs and are geographically located throughout Indiana. They are the avenue through which TSD overtime enforcement programs to law enforcement subgrantees are mentored and monitored. The LELs monitor program activities and ensure accurate and timely reporting of all law enforcement subgrantees. They contribute to the TSD decision-making process and provide valuable input and feedback regarding TSD's evidence-based traffic safety enforcement plan. LELs were responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies.

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



PROJECTS NOT IMPLEMENTED

MEDIA AND COMMUNICATIONS

Project Number: PM-2022-37-00-00, FDL*PM-2022-38-00-00

Funding Source: 402 Funds, 405d Funds

Due to budgetary and time constraints, the TSD focused its paid media efforts around state and national enforcement mobilizations using assets created by NHTSA. As a result, the division was unable to build the following marketing campaigns, as outlined in the FY 2022 HSP.

- » 405D CP22-01: Safe Holiday Travel
- » 405D CP22-02: St. Patrick's Day/March Madness Safe Travel Campaign
- » 405D CP22-03 Drive Sober or Get Pulled Over National Mobilization
- » 405D CP22-04 Sustained Impaired Driving Outreach
- » 402 CP22-05: Click It or Ticket



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

Region 5
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VIA ELECTRONIC COMMUNICATION

August 15, 2022

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

Dear Executive Director McDonald,

We have reviewed Indiana's fiscal year (FY) 2023 Highway Safety Plan (HSP) that was received on July 1, 2022. Based on this submission (and subsequent revisions), we find that your State's HSP complies with the requirements of 23 CFR Part 1300 and the HSP is approved.

Please note that the HSP approval does not constitute NHTSA approval of the State's Section 405 and Section 1906 application. You will receive a separate letter notifying you of an award for those grants.

This determination does not constitute an obligation of Federal funds for fiscal year 2023 or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2022. Reimbursement is contingent upon the submission of up-to-date and approved projects in the HSP, consistent with 23 CFR §§1300.15(d), 1300.32 and 1300.33.

We recognize that the HSP is a planning document, and approval is given to proceed with activities based on the information described in your Plan. Amendments may be necessary throughout the year. Please ensure all amendment requests include project-level information in accordance with 23 CFR §1300.32 (Amendments to Highway Safety Plans - approval by the Regional Administrator) before beginning project performance. Project agreements must thoroughly describe the activity to be performed, and contain all information required by 2 CFR §200.332



(Requirements for pass-through entities). Projects may be disapproved if the Regional Administrator determines they are inconsistent with the HSP or do not constitute an appropriate use of Federal funds.

In our review of the State's HSP, we did not identify any proposed request(s) for purchase of equipment with an acquisition cost of \$5,000 or more. Therefore, no approval is provided for purchase of such equipment with Federal funds. Please remember that, fundamentally, NHTSA highway safety grants are for safety activities, and equipment serves a supporting role in accomplishing those activities through defined projects. Therefore, no project may be created solely to purchase equipment. Rather, equipment purchases must be allowable, allocable and reasonable expenses within a defined project. For equipment requests, the Indiana Criminal Justice Institute Traffic Safety Division (ICJI TSD) is required to follow equipment-and monitoring-related regulations as noted in 2 CFR §200.309, 2 CFR §200.313, and 23 CFR §1300.31. Equipment purchased by the non-Federal entity must be used for the intended purpose. Please ensure the equipment is properly identified in the ICJI TSD inventory system, and that the ICJI TSD and their sub-grantees continue to meet Buy America Act requirements.

We recognize Indiana's accomplishments and commend your office for adding an Assistant Director and a Traffic Records Analyst and Planner position. This will help ICJI TSD to achieve timely and precise execution of administrative tasks and allow for the analysis of crash data to identify underserved communities lacking traffic safety programs. By doing so, ICJI TSD can create data driven approaches to reach individuals who are disproportionately affected by traffic injuries and fatalities. While the creation of these two positions is commendable, it will be equally important to make sure that the program position previously occupied by the Assistant Director is backfilled in an expeditious manner. Given the significant increase in funding as well as the increased focus on underserved communities as a result of the Bipartisan Infrastructure Law, leveraging all available resources will be instrumental in helping Indiana move toward achieving performance targets.

Furthermore, a reduction in the backlog of drug and alcohol submissions for testing was maintained. This allows prompt reporting of results, which improves the timeliness of data collection. The phlebotomy program uses officers who are trained on collecting blood samples for analysis. This decreases enforcement time spent on transporting individuals to and from hospitals, and it facilitates testing in rural counties with limited access to medical care.

While we celebrate these achievements, we recognize that there is still work to be done. NHTSA offers the following comments to consider as you implement activities associated with Indiana's priority problem areas identified in the Plan:



- Unrestrained fatalities continue to rise as the observed seat belt usage rate has decreased from 94.9% in 2019 to 92.9% in 2021. ICJI TSD identifies rural, rear seat, and pickup truck occupants as less likely to buckle up. We recommend implementing innovative programs and messages that target these groups and promote behavior change. Evaluative measures such as surveys and other research may assist in determining what strategies will resonate best and increase seat belt usage in the areas of highest risk.
- The HSP performance measure report should detail the progress toward meeting State performance targets from the previous fiscal year's HSP. It was observed that several performance measures were reporting significantly lower than expected numbers due to delays in the electronic processing of data. To improve the completeness and accuracy of the performance measure report, consider improving the electronic data process.
- Impaired driving continues to account for about one third of traffic fatalities. In addition to sustained high visibility enforcement and media campaigns, we encourage the use of public health interventions to prevent impaired driving. This may include improving accessibility to other transportation methods, implementing repeat offender programs that provide treatment and monitoring, and utilizing Driver Alcohol Detection System for Safety (DADSS) technology.
- Pedestrian fatalities continue to increase by approximately 20 fatalities each year since 2019. We recommend additional strategies such as conducting a walking audit of high injury and fatality areas, requesting a pedestrian assessment, and applying positive traffic safety culture messaging which uses shared values to promote safer behaviors. We also encourage the expansion of traffic safety partners, especially in local communities, to increase support for pedestrian safety and ensure appropriate countermeasures are implemented.
- A comprehensive traffic safety approach is supported through the Safe System Approach (SSA), National Roadway Safety Strategy (NRSS), and Equity Action Plan. As ICJI TSD continues to develop new traffic safety programs, we recommend utilizing content from these documents to ensure equity and innovation are the core concepts. We also look forward to understanding how the new considerations for equity will have an effect during 2023 project selection. As roadway injuries and fatalities continue to trend upward, we will need multifaceted approaches to save lives and minimize harm.



Please note NHTSA is required by 23 U.S.C. 402(k)(6)(E) to make all **final** HSP determinations available to the public. We look forward to working with the ICJI TSD and its partners on the successful implementation of this Highway Safety Plan. If we can be of assistance in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,



Jonlee S. Anderle, Ph.D.

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