

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

Fiscal Year	2019
NHTSA Grant Application	INDIANA - Highway Safety Plan - FY 2019
State Office	Indiana Criminal Justice Institute
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	INDIANA - Highway Safety Plan - FY 2019
Application Version:	4.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	Yes

STATUS INFORMATION

Submitted By:	Steven Hillman
Submission On:	6/28/2018 7:48 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

[Automated Reporting Information Exchange System \(ARIES\)](#)

Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Agencies must submit crash reports into ARIES within five days of a crash, allowing ICJI staff to access accurate, up-to-date crash data.

[Indiana University's Public Policy Institute \(PPI\)](#)

PPI provides ICJI with annual briefs and data analysis on collisions regarding problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, young drivers, county profiles for all 92 Indiana counties, and a comprehensive strategies for reducing traffic deaths and injuries book of proven countermeasures to traffic crashes. Additionally, ICJI requests county level data specific to program areas to address the need for funding (e.g. counties ranked by lowest rate of restraint use or highest rate of DUI). These documents and data provide category-specific analysis including highlighted age groups, limited time and spatial analysis, and cross tabulations for injury level.

Purdue University's Center for Road Safety (CRS)

CRS provides seat belt survey analysis and, in April 2018, provided a large data set identifying the worst 5 percent of Indiana intersections and road segments from 2014 through 2017. These data include injury level data and collision time. Additional analysis is being undertaken to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity.

Odyssey Case Management System

The Odyssey Case Management system provides ICJI with access to electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Additionally, these data will be used to determine areas of high risk for traffic violators and enforcement activities to combat them.

Operation Pull Over Database

ICJI's OPO database provides similar, but less detailed information to the Odyssey Case Management system. In addition to using it for similar analysis, the OPO database may also be used to determine the most effective use and locations of grant funded man-hours.

Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers

ICJI will also employ the OBIEE system from INDOT. This system allows additional querying capabilities of Indiana State Police data and yields large datasets for additional analysis. This system is updated daily with Indiana State Police data.

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

While analysis is ongoing, these data sources have already allowed ICJI to identify the following: worst Indiana counties across multiple measures such as restraint use and impaired driving; the worst spans of time for collisions based specific variables; and roadways where collisions are occurring. This allows ICJI's Research Division to provide law enforcement with specific plans of action for their program based on county specific data (e.g. days and times, roadways, and maps of collision data).

ICJI is confident the data identified above will provide the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 200 law enforcement agencies, utilizing the most up-to-date data, driving "Countermeasures That Work" programming, and continuous monitoring of programs, ICJI's funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

For equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more, CJI shall receive prior written approval from the Regional Administrator before making the purchase.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

It is essential that ICJI continues to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows ICJI to take appropriate action to address any identified problems.

ICJI serves as state experts in the area of behavioral traffic safety. ICJI provides input on proposed traffic safety strategies, while supplying guidance on the Traffic Safety Division's pursuit of competitive funding opportunities. Strategies and funding opportunities are meant to diversify and expand the number of agencies participating in making Indiana roadways safe. ICJI further advises the Traffic Safety Division on initiatives that can increase effectiveness of impaired driving countermeasures. Through its input and opinions collectively, CJI provides guidance on the Traffic Safety Division's involvement in issues of public policy, and input on legislative proposals affecting the Traffic Safety Division's practices and programming. ICJI also works with INDOT to coordinate traffic safety strategies outlined in the HSP and Strategic Highway Safety Plan (SHSP) whenever it is updated. INDOT works closely with ICJI through regular meetings and communications about the status of goals and efforts outlined in the HSP and SHSP through the monthly *Indiana Crash Snapshot* report that is exchanged between INDOT, ICJI, and FHWA.

ICJI will continue collaborating with the Traffic Records Coordinating Committee (TRCC), a group of individuals from state and federal agencies dedicated to improving the state's traffic records systems. The TRCC includes representatives from ICJI, Bureau of Motor Vehicles (BMV); Indiana Department of Transportation (INDOT); Indiana State Police (ISP); Federal Highway Administration (FHWA); Indiana State Supreme Court; Indiana State Department of Health (ISDH); Indiana State Coroner's Association; Indiana Office of Technology; Indiana Prosecutor's Association; Riley Hospital for Children; Purdue Center for Road Safety; Indiana University PPI; the Indiana Department of Homeland Security, Indiana Department of Toxicology, and the Federal Motor Carrier Safety Administration (FMCSA). The TRCC seeks to enhance the accessibility, accuracy, uniformity, timeliness, integration, and completeness of statewide traffic-related information. The TRCC will meet October 25, 2018, February 20, 2019, and May 15, 2019.

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

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

ICJI and INDOT also agreed to three identical common performance targets in their HSP and HSIP. These common performance targets are:

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

Target Setting Methodology

Fatality/Injury Count

Baseline projections are calculated using fatality and "suspected serious" injury counts (or estimations) and applying an equation to generate predictive values for 2016-2028. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of three years. The equation is of the form $[y = (A * \ln(x) + B)]$ and for 2017 and 2018 targets the equation is of the form $[y = (A * .928) * \ln(x) + B]$. The .928 is included for the 2017 and 2018 equation because Indiana is predicted to have a decrease in unemployment, which correlates with an increase of drivers.

After identifying FY 2019 performance measures, ICJI determined FY 2019 short-term (one year) and long-term (three year) goals utilizing data from the last seven years (2010-2016). Projections for each year 2017 through 2019 were calculated based on a five-year rolling average for all categories except traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled. The 2016 figures, and the most recent five-year mean (2012-2016) arrive at the most suitable and uniform approach for all measures.

An example of the formula to determine the projections for the categories of traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled is provided:

Fatalities

In 2007, the American Association of State Highway Transportation Officials (AASHTO) established the goal of reducing the national number of traffic fatalities by 50 percent over the next 20 years by seeking an annual reduction of 20 deaths per year. To fulfill Indiana's portion of the national goal, the reduction rate of approximately 20 fewer traffic fatalities each year must continue during this 20-year period. Indiana has adopted this goal to reduce the number of traffic fatalities to 496 by 2027 (see Figure 10).

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using the data sources and partners below, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

Prior to awarding any grant funds in FY 2019 to subgrantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2019 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

ICJI is confident the data identified above will provide the necessary information to implement a state-wide approach employing countermeasures resulting in improving traffic safety in Indiana. By funding over 150 law enforcement agencies, utilizing the most up-to-date data, driving "Countermeasures That Work" programming, and continuous monitoring of programs, ICJI's funding to local law enforcement will yield a positive traffic safety impact across the State of Indiana.

Enter list of information and data sources consulted.

Primary data sources used in problem identification and target identification include the Fatality Analysis Reporting System (FARS), driver and vehicle reports maintained by the Indiana Bureau of Motor Vehicles (BMV), the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES) and the fact sheets created from this data by PPI, additional queries of ISP collision data using ORACLE Business Intelligence Enterprise Edition (OBIEE) built and maintained by INDOT, and the observed seat belt use study data and analysis provided by CRS. Data from these sources are monitored throughout the year by ICJI to determine whether programming adjustments need to be made. Likewise, data from these sources inform ICJI of their grantees' impact on traffic safety. These various data sources are utilized in the development of the Indiana's HSP.

Automated Reporting Information Exchange System (ARIES)

Nearly 100 percent of Indiana law enforcement agencies submit electronic crash reports into the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES). This system uses business edits to provide users with only the areas of the report that need to be completed. It also includes a mapping feature and enhanced VIN and INDOT data. Agencies must submit crash reports into ARIES within five days of a crash, allowing ICJI staff to access accurate, up-to-date crash data.

Indiana University Public Policy Institute (PPI)

Indiana University Public Policy Institute (PPI), a partner of ICJI, publishes an annual collection of the state's motor vehicle crash facts and trends. Fact sheet topics include: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. PPI also publishes county profile fact sheets for all 92 counties and a comprehensive document on strategies for reducing traffic deaths and injuries that contains proven countermeasures for traffic crashes. The data used for these publications are provided by ARIES, but are cleaned and queried outside of the ARIES system. Fact sheets can be found under the traffic safety link in.gov/cji/2367.htm on the ICJI website.

Odyssey Case Management System

ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals. There are currently 9,581,918 traffic tickets stored in the e-ticket central repository, with 426 law enforcement agencies using the system. Odyssey is now in place in 267 courts in 61 counties.

Purdue Center for Road Safety (CRS)

The **Center for Road Safety (CRS)**, affiliated with the School of Civil Engineering at Purdue University, conducts research and develops engineering tools in the area of road safety, including driver and roadway-related characteristics. CRS provides technical assistance, analysis, creates the survey system based on NHTSA requirements, and produces a final report for the annual observed seat belt usage surveys conducted around the state.

Fatality Analysis Reporting System (FARS)

FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries resulting from motor vehicle crashes. Various FARS data reports and querying tools are available at nhtsa.gov/FARS. FARS also annually provides the *Traffic Safety Facts, Indiana* report covering the most recent 5 years of crash data. FARS data is central to many program targets set by ICJI.

Operation Pull Over (OPO) Database

The OPO database is a data repository and reporting tool created by and administered by ICJI. ICJI subgrantees access the database to report on all programmatic activities from the reimbursable administrative costs to the number of grant funded patrol hours and the resulting number of citations. This database is the source of Indiana's reported citations for seat belts, impaired driving, and speeding as part of the NHTSA core measures.

Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers

OBIEE was built for and is maintained by INDOT. INDOT regularly uses OBIEE to track and monitor performance metrics data. The OBIEE database is similar to ARIES as both systems utilize ISP collision data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format. OBIEE query results are easily extractable to Excel format for additional analysis.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

ICJI and INDOT also agreed to three identical common performance targets in their HSP and HSIP. These common performance targets are:

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

Target Setting Methodology

Fatality/Injury Count

Baseline projections are calculated using fatality and “suspected serious” injury counts (or estimations) and applying an equation to generate predictive values for 2016-2028. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of three years. The equation is of the form $[y = (A * \ln(x) + B)]$ and for 2017 and 2018 targets the equation is of the form $[y = (A * .928) * \ln(x) + B]$. The .928 is included for the 2017 and 2018 equation because Indiana is predicted to have a decrease in unemployment, which correlates with an increase of drivers.

After identifying FY 2018 performance measures, ICJI determined FY 2018 short-term (one year) and long-term (three year) goals utilizing data from the last seven years (2009-2015). Projections for each year 2016 through 2018 were calculated based on a trend analysis for all categories except traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled. The 2015 figures, and the most recent five-year mean (2011-2015) arrive at the most suitable and uniform approach for all measures. ICJI used a trend analysis equation of $[3 \text{ year moving average} - 5 \text{ year average (2011-2015)}] + 7 \text{ year moving average}$ to predict the target for the years 2016-2018. This equation allows ICJI to predict higher targets for the categories that have been trending higher in recent years and then also to predict lower targets for the categories that have been trending lower in recent years. Two examples of the trend analysis calculation and graphs following showing that it fits the trend line is provided below. The red bars on the charts are the projections for 2016-2018. The first is an example of an increasing projection and the second example is of a decreasing projection

An example of the formula to determine the projections for the categories of traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled is provided:

Outcome Measures

Fatalities

In 2007, the American Association of State Highway Transportation Officials (AASHTO) established the goal of reducing the national number of traffic fatalities by 50 percent over the next 20 years by seeking an annual reduction of 20 deaths per year. To fulfill Indiana’s portion of the national goal, the reduction rate of approximately 20 fewer traffic fatalities each year must continue during this 20-year period. Indiana has adopted this goal to reduce the number of traffic fatalities to 496 by 2027 (see Figure 10).

Traffic fatalities had been on a general upward trend from 2009 through 2015, but there was a drop between 2013 and 2014. During this time, annual fatalities ranged from a high of 821 in 2016 to a low of 693 in 2009. There was an increase of four fatalities from 2015 to 2016 (less than one percent increase). The five-year mean for fatalities is 790. Fatalities per 100 million vehicle miles traveled (MVMT) for urban areas has decreased by 2 percent since 2009, while rural areas have increased 16 percent over the same time. Overall fatalities per 100 MVMT is up 11 percent from 2009. Males accounted for 72 percent of all crash fatalities. Persons aged 16-25 accounted for the 21.7 percent of all traffic fatalities, the largest portion of any 10 year age range. “Failure to yield”, “Left of center”, and “Ran off road” as the primary collision factor accounted for 55 percent of all fatal collisions. The 18 Indiana counties with the highest number of traffic fatalities accounted for 52.8 percent of all traffic fatalities in the state. Lastly, the largest portion (27.1 percent) of fatal collisions occurred between 4:00 pm and 8:59 pm.

Over the past seven years, there was an 8.89 percent increase in traffic fatalities in Indiana. Despite a 4.8 percent decrease in fatalities from 2013 to 2014. The rate change in traffic fatalities per 100 million vehicle miles traveled from 2009 to 2015 mirrors out the upward trend in total fatalities.

Incapacitating Injuries

There has been a slight increase in incapacitating injuries from 2010 to 2016. The year 2012 had the most incapacitating injuries, and compared to the lowest year (2014) there is a 13.8 percent difference. The five-year mean (2012 to 2016) is 3,562. Thus the overall trend for incapacitating injuries is upward. A 16 percent increase has occurred over the past seven years. The following charts show all of the annual figures for Indiana's core measures, 5 year average, targets, and data sources. (will insert once I have VMT numbers)

The state of Indiana has various projects that fall under the following program categories; Occupancy Protection, Alcohol, Police Training, Community Training, Traffic Records/Research, Motorcycles and Dangerous Roadways. These programs have been created to reduce the number of traffic conditions and make Indiana's

roads safer. Speeding-related fatalities have decreased and so have speeding tickets. The previous year, 2015, there were nearly 72,000 speeding tickets given meaning Indiana drivers which may have led few drivers to drive dangerously. Motorcycle fatalities, including unhelmeted, have decreased as well. The pedestrian fatalities and drivers aged 20 and younger fatalities has also decreased. Observed Seatbelt usage has consistently been increasing since 2014 and there have been fewer seat belt citations being written. Though Indiana has made some strides in making the roads safer, we cannot conclusively say the measures mentioned have improved because of the programs, but we can make a correlation between the programs and improvement.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

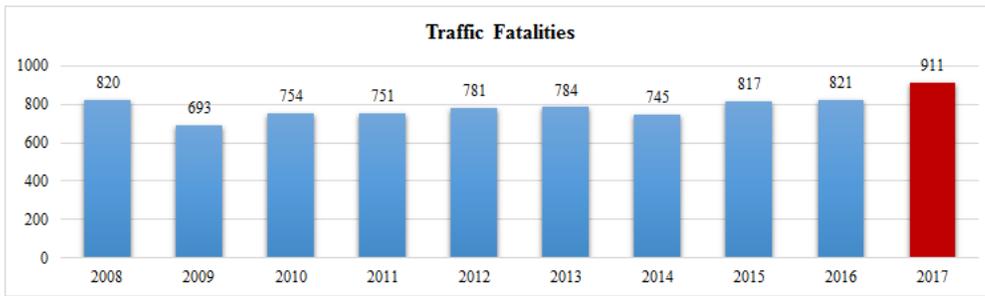
Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	Not Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
Number of Seat Belt Citations During Grant Funded Enforcement	In Progress
Number of Impaired Driving Arrests During Grant Funded Enforcement	In Progress
Number of Speeding Arrests During Grant Funded Enforcement	In Progress
Fatalities Per 100 Million Miles Traveled - Rural	In Progress
Fatalities Per 100 Million Miles Traveled - Urban	In Progress
Motorcycle Fatalities Per 100K Registrations	Not Met
Rate of .08+ BAC Impaired Driving Fatalities Per 100 Million Vehicle Miles Traveled	In Progress
Children Age 15 and Under Killed in Traffic Crashes	Not Met

C-1) Number of traffic fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Sources
												Data Source 2008-2016
C-1 Traffic Fatalities	820	693	754	751	781	784	745	817	821	911	725	FARS

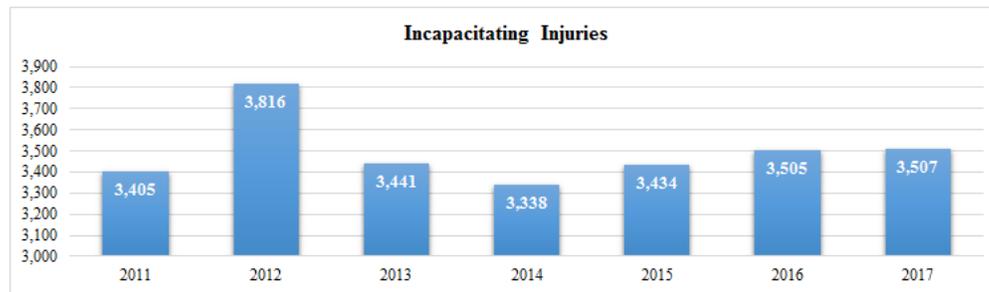


C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
C-2 <i>Incapacitating Injuries</i>	3,382	3,179	3,455	3,405	3,816	3,441	3,338	3,434	3,505	3,507	4,000	PPI	



C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

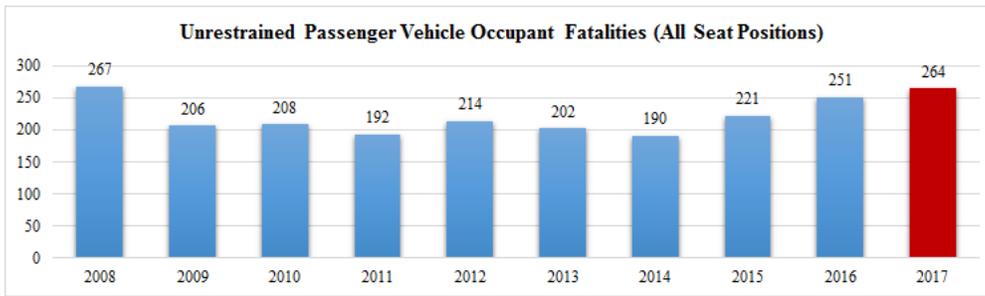
Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
C-3 <i>Fatalities Per 100 Million Vehicle Miles Traveled</i>	1.11	0.90	1.00	0.98	0.99	1.00	0.94	1.04	-	-	1.02^^	FARS	

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
C-4 <i>Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)</i>	267	206	208	192	214	202	190	221	251	264	190	FARS	

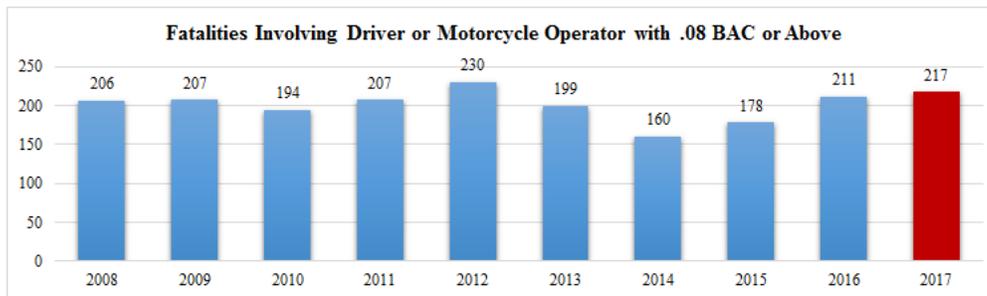


C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
C-5 <i>Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above</i>	206	207	194	207	230	199	160	172	211	217	199	FARS	

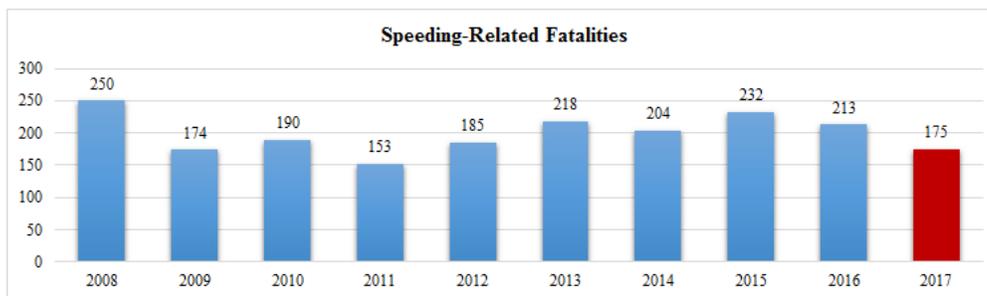


C-6) Number of speeding-related fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		Data Source 2008-2016	
C-6 <i>Speeding-Related Fatalities</i>	250	174	190	153	185	218	204					FARS	



C-7) Number of motorcyclist fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		Data Source
												2008-2016

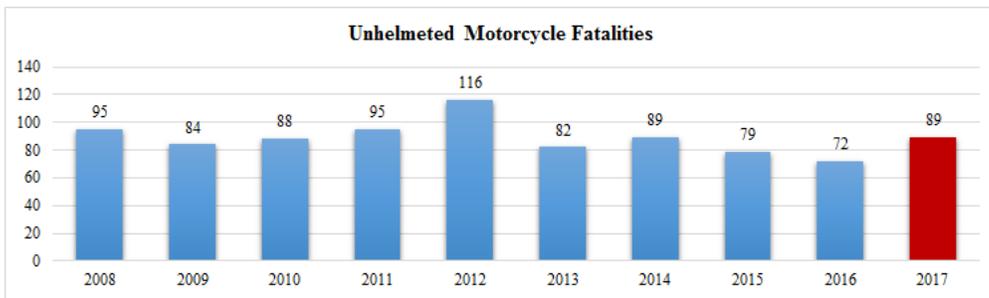


C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure											Sources
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Data Source
C-8 <i>Unhelmeted Motorcycle Fatalities</i>	95	84	88	95	116	82	89				FARS

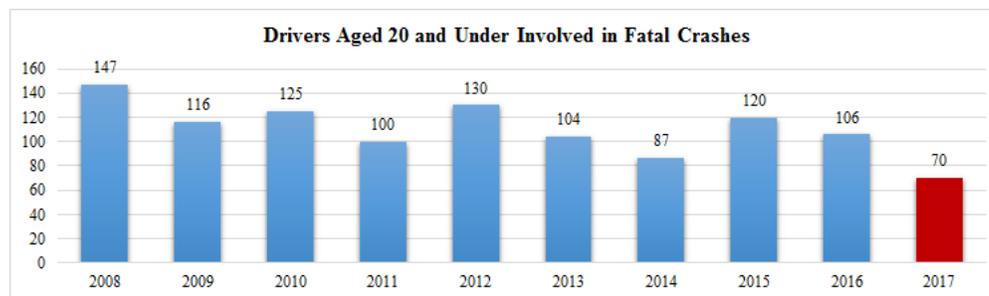


C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure											Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Data Source	
												2008-2016

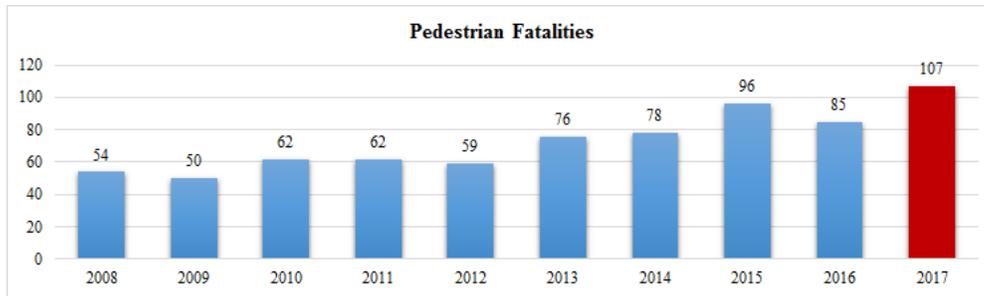


C-10) Number of pedestrian fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
C-10 <i>Pedestrian Fatalities</i>	54	50	62	62	59	76	78	96	85	107	67	FARS	

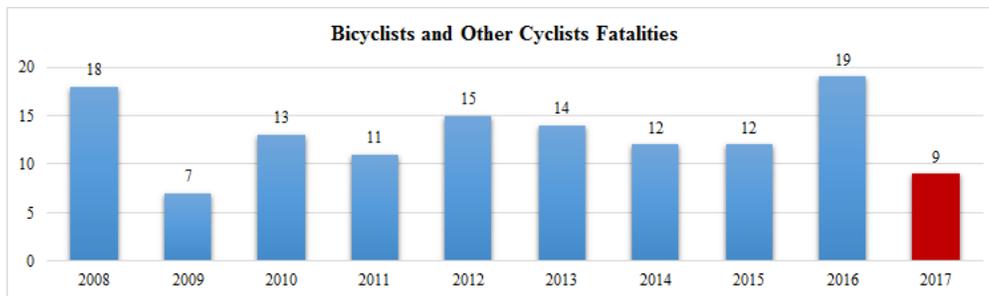


C-11) Number of bicyclists fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
C-11 <i>Bicyclists and Other Cyclists Fatalities</i>	18	7	13	11	15	14	12	12	19	9	13	FARS	

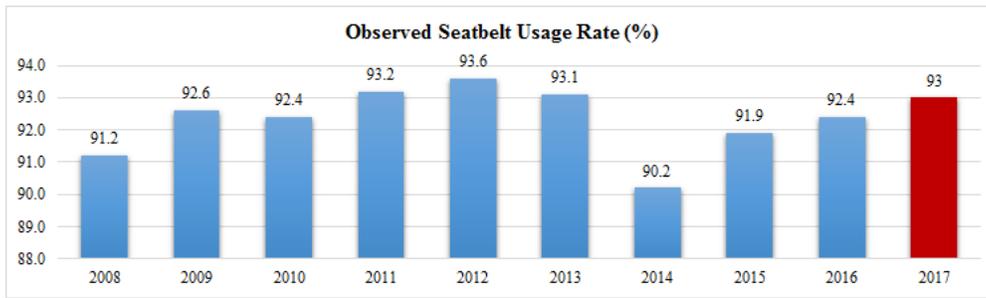


B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
B-1 <i>Observed Seatbelt Usage Rate (%)</i>	91.2	92.6	92.4	93.2	93.6	91.6	90.2	91.9	92.4	93.0	89^*	CRS	

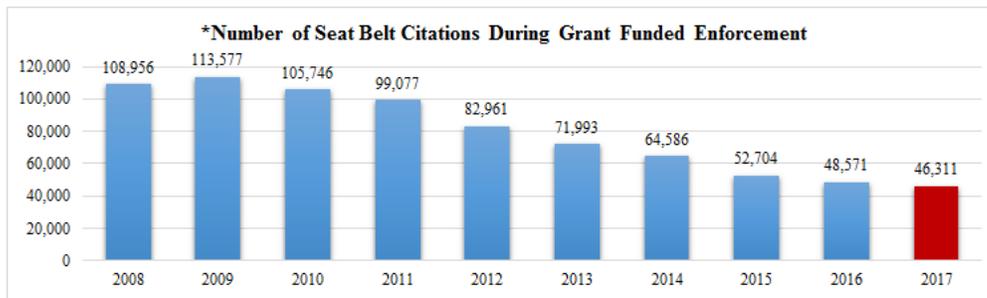


Number of Seat Belt Citations During Grant Funded Enforcement

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
A-1 <i>*Number of Seat Belt Citations During Grant Funded Enforcement</i>	108,956	113,577	105,746	99,077	82,961	70,134	65,542	63,383	54,704	46,311	-	OPO	

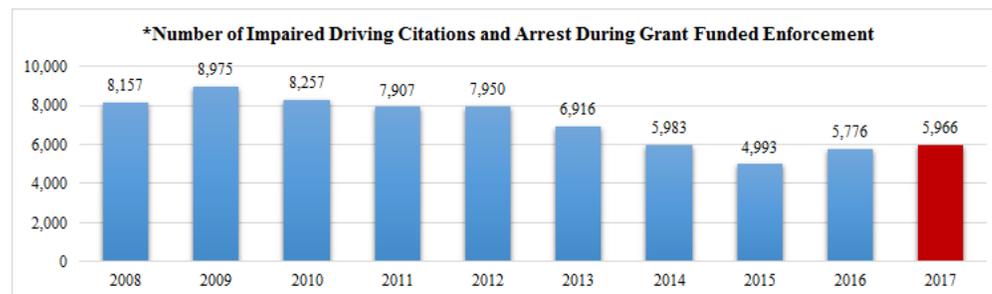


Number of Impaired Driving Arrests During Grant Funded Enforcement

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
A-2 <i>*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement</i>	8,157	8,975	8,257	7,907	7,950	6,916	5,983	4,993	5,776	5,966	-	OPO	

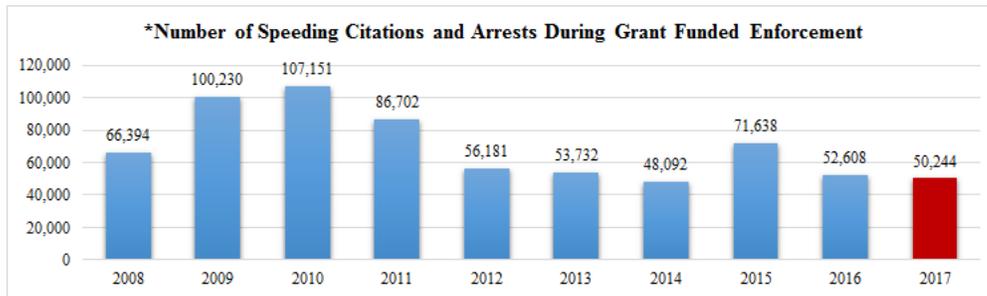


Number of Speeding Arrests During Grant Funded Enforcement

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
A-3 <i>*Number of Speeding Citations and Arrests During Grant Funded Enforcement</i>	66,394	100,230	107,151	86,702	56,181	53,732	48,092	71,638	52,608	50,244	-	OPO	



Fatalities Per 100 Million Miles Traveled - Rural

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
16 <i>Fatalities Per 100 Million Vehicle Miles Traveled - Rural</i>	1.80	1.46	1.67	1.66	1.78	1.83	1.61	1.85	1.70	1.90	1.64	FARS	

Fatalities Per 100 Million Miles Traveled - Urban

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

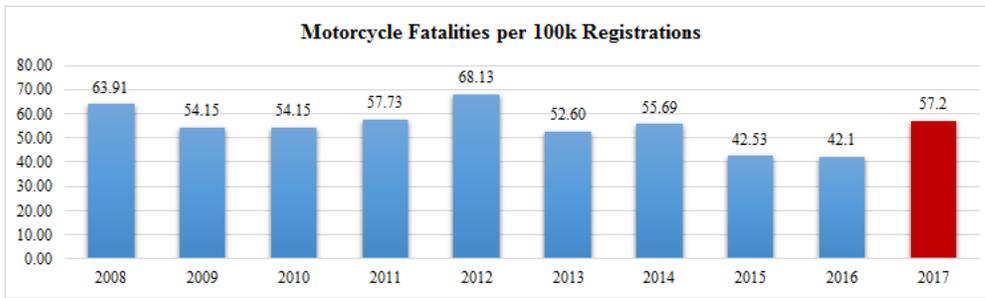
Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
17 <i>Fatalities Per 100 Million Vehicle Miles Traveled - Urban</i>	0.65	0.57	0.59	0.57	0.52	0.51	0.55	0.59	0.60	0.70	0.50	FARS	

Motorcycle Fatalities Per 100K Registrations

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
18 <i>Motorcycle Fatalities per 100k Registrations ^*</i>	63.91	54.15	54.15	57.73	68.13	52.60	55.69	42.53	40.20	57.20	55.00	FARS	



Rate of .08+ BAC Impaired Driving Fatalities Per 100 Million Vehicle Miles Traveled

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

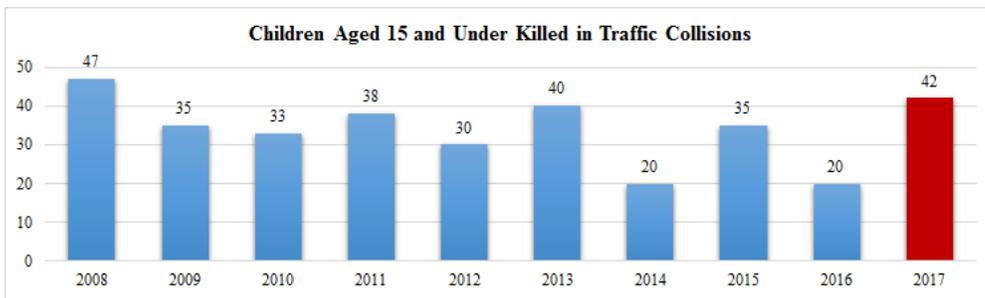
Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
19 <i>Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled</i>	0.28	0.27	0.26	0.27	0.29	0.25	0.20	0.22	-	-	0.25	FARS	

Children Age 15 and Under Killed in Traffic Crashes

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Outcome Measure												Sources	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Targets 2017^	Data Source 2008-2016	
20 <i>Children Aged 15 and Under Killed in Traffic Collisions</i>	47	35	33	38	30	40	20	35	20	42	30	PPI	



4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	951.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	3,605.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.087

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	219.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	185.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	215.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	113.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	82.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	105.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	84.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	14.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	92.0
Fatalities Per 100 Million Vehicle Miles Traveled- Rural	5 Year	2015	2019	1.7
Fatalities Per 100 Million Vehicle Miles Traveled- Urban	5 Year	2015	2019	0.5
Motorcycle Fatalities Per 100k Registrations	5 Year	2015	2019	47.6
Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	5 Year	2015	2019	0.3
Children Aged 15 and Under Killed in Traffic Collisions	5 Year	2015	2019	27.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

Yes

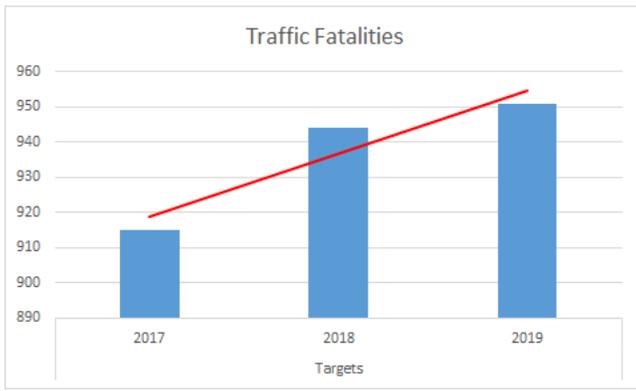
Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 951.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST ACT. INDOT calculates this performance target by using a trend line. "Baseline projections are calculated using fatality and "A" injury counts (or estimations) and applying a equation to generate predictive values for 2017-2018. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of four years. The equation is of the form $[y = A*\ln(x) + B]$. The resulting equation is then adjusted to more closely fit recent peak years by shifting the value of B to produce a matching value for the recorded peak." This is INDOT'S explanation.

Outcome Measure	Targets		
	2017	2018	2019
C-1 Traffic Fatalities	915	944	951



C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

Yes

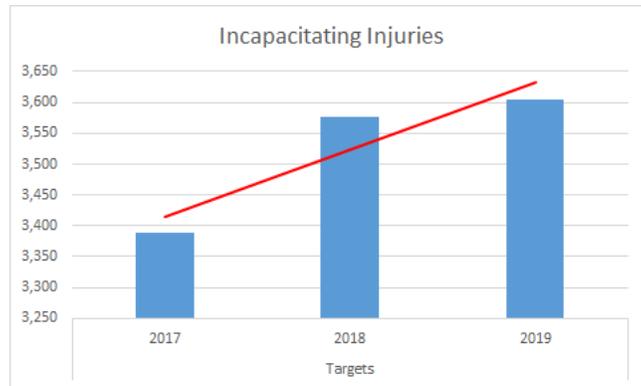
Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 3,605.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST ACT. Due to a definition change of incapacitating/serious injury we take the number of injuries and multiple it by 7.2% to get the number of those that are serious. Then we created a trend line to calculate the performance targets.

Outcome Measure	Targets		
	2017	2018	2019
C-2 Incapacitating Injuries	3,389	3,577	3,605



C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric
Target Value: 1.087
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance target for traffic fatalities is one of the three targets that must match INDOT due to the FAST ACT. The predicted annual Vehicle Miles Traveled (VMT) growth rate for each of the next five years is estimated to be 1.20% from the last INDOT estimated VMT for 2017. INDOT's Technical Planning Support & Programming Division arrived at this figure by averaging the last 5 years of Annual Growth Rates for each of five factor groups and then averaging those to arrive at 1.20%. The contributing Annual Growth Rates are calculated from the data collected at Indiana's 100+ Continuous Data Collection Sites around the State across a variety of Functional Classes.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

Yes

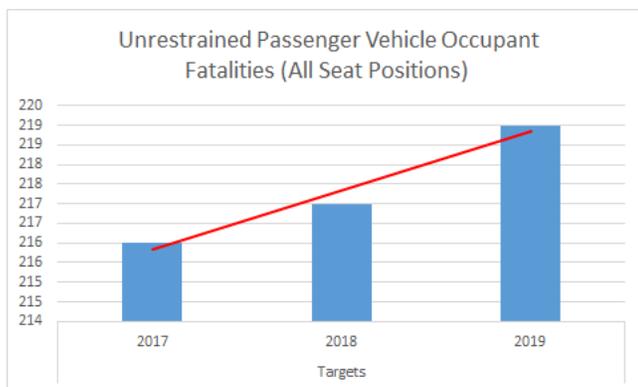
Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 219.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of unrestrained passenger vehicle fatalities performance target is figured off of a five year rolling average.

Outcome Measure	Targets		
	2017	2018	2019
C-4 <i>Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)</i>	216	217	219



C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

Yes

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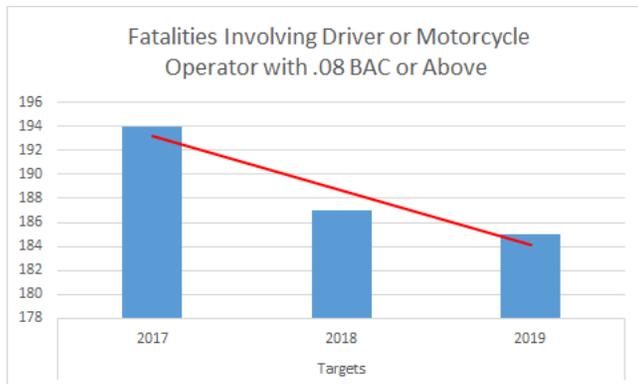
Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 185.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To calculate this target, Indiana did a five year rolling average.

Outcome Measure	Targets		
	2017	2018	2019
C-5 <i>Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above</i>	194	187	185



C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

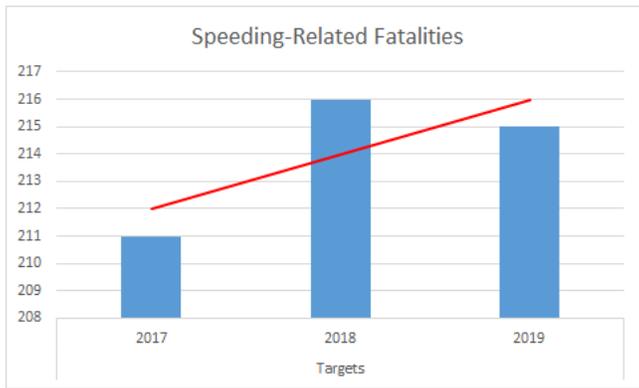
No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 215.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance target for speeding-related fatalities is calculated by a five year rolling average.

Outcome Measure	Targets		
	2017	2018	2019
C-6 <i>Speeding-Related Fatalities</i>	211	216	215



C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

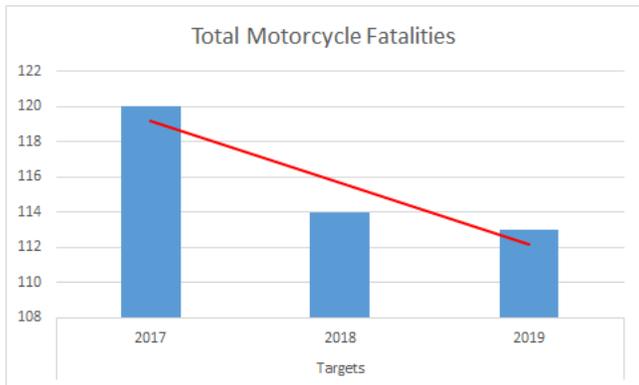
No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 113.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance targets for motorcyclist fatalities is calculated by a rolling five year average.

Outcome Measure	Targets		
	2017	2018	2019
C-7 <i>Total Motorcycle Fatalities</i>	120	114	113



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

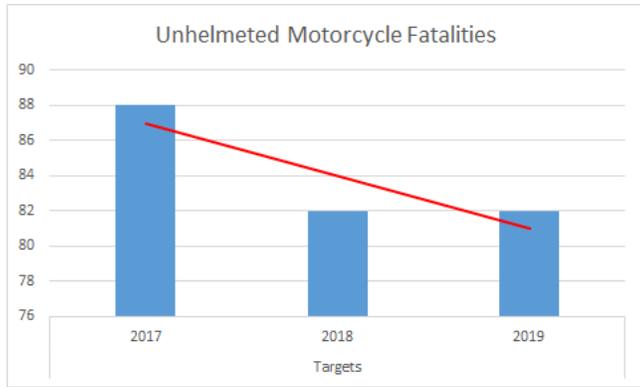
No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 82.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance targets for unhelmeted motorcyclist fatalities is calculated by a rolling five year average.

Outcome Measure		Targets		
		2017	2018	2019
C-8	<i>Unhelmeted Motorcycle Fatalities</i>	88	82	82



C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

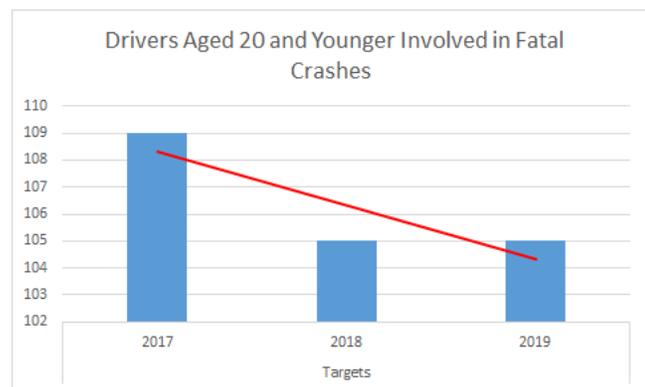
No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 105.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance targets for Drivers age 20 or younger involved in fatal crashes is calculated by a rolling five year average.

Outcome Measure		Targets		
		2017	2018	2019
C-9	<i>Drivers Aged 20 and Younger Involved in Fatal Crashes</i>	109	105	105



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 84.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance targets for pedestrian fatalities are calculated by a rolling five year average.

Outcome Measure	Targets		
	2017	2018	2019
C-10 Pedestrian Fatalities	79	83	84



C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 14.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance targets for bicyclists fatalities are calculated by a rolling five year average.

Outcome Measure	Targets		
	2017	2018	2019
20 Bicyclists and Other Cyclists Fatalities	14	14	14

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage
Target Value: 92.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance target for observed seat belt use for passenger vehicles are calculated by a rolling five year average.

Outcome Measure	Targets		
	2017	2018	2019
B-1 Observed Seatbelt Usage Rate (%)	92	92	92

Fatalities Per 100 Million Vehicle Miles Traveled- Rural

Is this a traffic records system performance measure?

No

Fatalities Per 100 Million Vehicle Miles Traveled- Rural-2019
Target Metric Type: Numeric
Target Value: 1.7
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The latest posted VMT for Indiana is 2015. Therefore, Indiana is unable to establish a target or justification.

Fatalities Per 100 Million Vehicle Miles Traveled- Urban

Is this a traffic records system performance measure?

No

Fatalities Per 100 Million Vehicle Miles Traveled- Urban-2019
Target Metric Type: Numeric
Target Value: 0.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The latest posted VMT for Indiana is 2015. Therefore, Indiana is unable to establish a target or justification.

Motorcycle Fatalities Per 100k Registrations

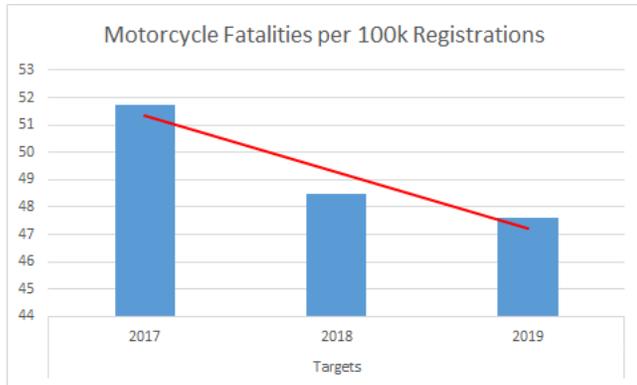
Is this a traffic records system performance measure?

No

Motorcycle Fatalities Per 100k Registrations-2019
Target Metric Type: Numeric
Target Value: 47.6
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The performance target is based off of a rolling five-year average.



Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled

Is this a traffic records system performance measure?

No

Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled-2019
Target Metric Type: Numeric
Target Value: 0.3
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The latest posted VMT for Indiana is 2015. Therefore, Indiana is unable to establish a target or justification.

Children Aged 15 and Under Killed in Traffic Collisions

Is this a traffic records system performance measure?

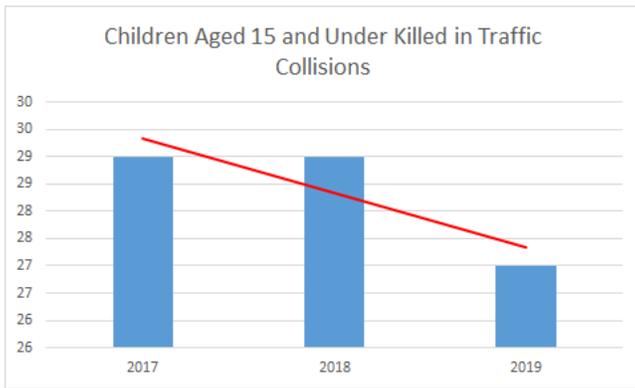
No

Children Aged 15 and Under Killed in Traffic Collisions-2019
Target Metric Type: Numeric
Target Value: 27.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Indiana calculated this target by doing a five year rolling average.

Outcome Measure	Targets		
	2017	2018	2019
19 Children Aged 15 and Under Killed in Traffic Collisions	29	29	27



State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	46,311
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	5,966
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	50,244

5 Program areas

Program Area Hierarchy

- 1. Impaired Driving (Alcohol)
 - Publicized Sobriety Checkpoints
 - Impaired Driving Task Force
 - Summer Impaired Driving Enforcement Project
 - FAST Act 405d Impaired Driving Low
 - FAST Act 405d Impaired Driving Low
 - Impaired Driving Enforcement (Impaired Driving Task Force Indiana)
 - 164 Transfer Funds-AL
 - 164 Transfer Funds-AL
 - Excise Police- Teen Traffic Safety
 - FAST Act 405d Impaired Driving Low
 - Ignition Interlocks
 - Ignition Interlock Management
 - FAST Act 405d Impaired Driving Low
 - Highway Safety Office Program Management
 - Program Management Impaired Driver
 - FAST Act 405d Impaired Driving Low
 - High Visibility Enforcement
 - Indiana State Police Impaired Driving
 - FAST Act 405d Impaired Driving Low
- 2. Traffic Records

- Improves timeliness of a core highway safety database
 - Indiana Supreme Court - eCWS
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
- Improves integration between one or more core highway safety databases
 - Purdue University - Center for Road Safety
 - FAST Act 405c Data Program
 - Indiana Department of Homeland Security - EMS Data
 - FAST Act 405c Data Program
- Improves accuracy of a core highway safety database
 - Research Analysis
 - FAST Act NHTSA 402
- Improves accessibility of a core highway safety database
 - Bureau of Motor Vehicles Data Compilation and Sharing
 - FAST Act 405c Data Program
 - Indiana State Department of Health - Trauma Database
 - FAST Act 405c Data Program
 - Indiana Supreme Court- State Court Administration- Racial Profiling
 - FAST Act 1906 Prohibit Racial Profiling
- Highway Safety Office Program Management Records
 - Program Management- Traffic Records
 - FAST Act 405c Data Program
 - FAST Act 405f Motorcycle Programs

3. Distracted Driving

- High Visibility Cellphone/Text Messaging Enforcement

4. Impaired Driving (Drug and Alcohol)

Prosecutor Training

- Traffic Safety Resource Prosecutor
 - FAST Act 405d Impaired Driving Low

Judicial Education

- Judicial Outreach Liaison
 - FAST Act 405d Impaired Driving Low

Integrated Enforcement drug and alcohol

- Operation Pull Over (OPO) Enforcement
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
- Indiana State Police OPO
 - FAST Act NHTSA 402

DWI Courts

- DWI Court Training
 - FAST Act 405d Impaired Driving Low

Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

- SFST/DRE Program Coordination
 - FAST Act 405d Impaired Driving Low

5. Impaired Driving (Drug)

Laboratory Drug Testing Equipment

- Department of Toxicology Backlog Reduction
 - FAST Act 405d Impaired Driving Low

Drug Recognition Expert (DRE) Training

- DRE Tablet Data Entry and Management System
 - FAST Act 405d Impaired Driving Low

6. Occupant Protection (Adult and Child Passenger Safety)

Sustained Enforcement

- Operation Belt Up
 - FAST Act 405b OP High

Supporting Enforcement

- Community Traffic Safety Partners (Law Enforcement Liaisons)
 - FAST Act NHTSA 402

Short-term, High Visibility Seat Belt Law Enforcement

Highway Safety Office Program Management OP

- Occupant Protection Program Management
 - FAST Act NHTSA 402

Combined Seat Belt and Alcohol Enforcement, Nighttime

7. Motorcycle Safety

Motorcyclist Licensing

- Unendorsed Motorcycle Rider Initiative
 - FAST Act 405d Impaired Driving Low

Highway Safety Office Program Management Motorcycle

Communication Campaign

- Motorist Awareness of Motorcycles
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs

Alcohol Impairment: Detection, Enforcement and Sanctions

- High Visibility Enforcement (HVE) Motorcycle Enforcement
 - FAST Act 405d Impaired Driving Low
- 8. Occupant Protection (Child Passenger Safety)
 - Highway Safety Office Program Management Child Safety
 - Child Safety and Young Driver Program Management
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Children less than 15 years of age as unrestrained passenger vehicle occupant
 - FAST Act 405b OP High
 - FAST Act 405b OP High
 - FAST Act NHTSA 402
 - Child Restraint Electronic Check-up Form
 - FAST Act 405b OP High
- 9. Young Drivers
 - School Programs
 - SADD- Teen Traffic Safety
 - FAST Act NHTSA 402
 - Distracted Driving
 - Distracted Driving
 - FAST Act 405e Special Distracted Driving
- 10. Non-motorized (Pedestrians and Bicyclist)
 - education programs and highly visible and publicized enforcement campaigns
 - Pedestrian and Pedalcyclist Fatalities
 - FAST Act NHTSA 402
- 11. Speed Management
 - Sustained Enforcement Speed
 - Moving Radar
 - FAST Act 405d Impaired Driving Low
- 12. Communications (Media)
 - Communication Campaign
 - Paid Advertising Impaired Driving
 - FAST Act 405d Impaired Driving Low
 - Paid Advertising General Traffic Safety
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Low
- 13. Planning & Administration
 - (none)
 - Planning and Administration
 - FAST Act NHTSA 402
 - Statewide Training
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Alcohol)

Program area type Impaired Driving (Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

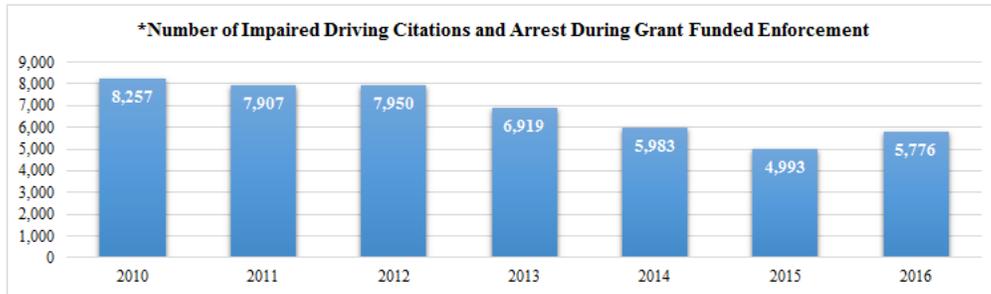
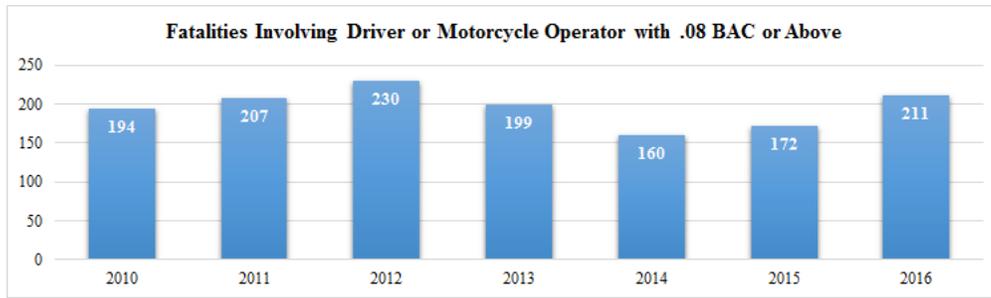
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

In 2016, there were 211 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 28.25 percent increase from 2015. However, the rate of 0.08+ BAC impaired driving fatalities per 100M VMT has significantly decreased from a rate of .29 in 2012 to a rate of .25 beginning in 2013 and continuing into 2014, but did increase 15 percent in 2015 to .23. Of the 821 fatal crashes in 2016, 211 (25.7 percent) involved an impaired driver. The number of impaired driving citations and arrests during grant-funded enforcement activities has been on a downward trend since 2012, but did increase in 2016 compared to 2015. Both

males and females aged 21 to 25 years had the highest rates of alcohol impairment in collisions. The likelihood of alcohol-impaired fatal collisions was greatest in urban areas in 2016.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	185.0
2019	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	5 Year	2019	0.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Publicized Sobriety Checkpoints
2019	Impaired Driving Task Force
2019	Ignition Interlocks
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement

5.1.1 Countermeasure Strategy: Publicized Sobriety Checkpoints

Program area Impaired Driving (Alcohol)
Countermeasure strategy Publicized Sobriety Checkpoints

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Sobriety checkpoints are HVE and create a deterrent effect for impaired drivers, resulting in a reduced number of impaired drivers and reduced number of impaired fatal crashes.

This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by sub-grantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. There may be limited funding available to agencies for reconstruction training and prosecutor salaries to cover the costs of going to the scene of fatal crashes or training officers to improve procedures. Sub-grantees will conduct high visibility enforcement during three statewide blitzes. Directed patrols and sobriety checkpoints will also be performed. These high visibility

enforcement activities will also include impaired motorcyclists. In FY 2019, ICJI will use data driven mapping and geo-targeting of crash data to encourage and select police agencies around the state to participate in the 2019 Impaired Driving Task Force Program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

\$1,800,000 of 164 funds will be used to fund this planned activity. Sobriety checkpoints are HVE and create a deterrent effect for impaired drivers, resulting in a reduced number of impaired drivers and reduced number of impaired fatal crashes.

This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by sub-grantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. There may be limited funding available to agencies for reconstruction training and prosecutor salaries to cover the costs of going to the scene of fatal crashes or training officers to improve procedures. Sub-grantees will conduct high visibility enforcement during three statewide blitzes. Directed patrols and sobriety checkpoints will also be performed. These high visibility enforcement activities will also include impaired motorcyclists. In FY 2019, ICJI will use data driven mapping and geo-targeting of crash data to encourage and select police agencies around the state to participate in the 2019 Impaired Driving Task Force Program.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

\$1,800,000 of 164 funds will be used to fund this planned activity. Sobriety checkpoints are HVE and create a deterrent effect for impaired drivers, resulting in a reduced number of impaired drivers and reduced number of impaired fatal crashes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-15-00-09	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)	Impaired Driving Task Force

5.1.2 Countermeasure Strategy: Impaired Driving Task Force

Program area	Impaired Driving (Alcohol)
Countermeasure strategy	Impaired Driving Task Force

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Fatal crashes involving a driver with a .08 BAC or above are increasing, but impaired driving arrests have been decreasing. Funding police departments to be part of the DUI taskforce will help increase the number of arrests and lower the number of impaired driving fatal crashes. Summer is the season when most impaired driving crashes occur and CJI works to reduce these crashes with the Summer Impaired Driving Enforcement Project. CJI also provides funding to the Indiana Excise Police (the Child Safety Program Manager administers this project) to reduce underage drinking and driving. The Excise Police focus their enforcement on enforcement projects that include preventing the underage drinking and driving at big summer events such as concerts. The Excise Police also conduct enforcement projects focused on preventing underage drinking on college campuses during big events and stopping the purchase of alcohol by underage drinkers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The more police departments that take place and receive funding the more impaired driving citations will be written and the fewer collisions with impaired drivers, especially fatal collisions. The more police officers who are funded to take part in SUDS the fewer impaired driving collisions will happen in the summer during big events.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The increase in fatal collisions involving drivers with a .08 BAC or above has been increasing. HVE is proven to reduce crashes and CJI seeks to fund a number of local law agencies to increase enforcement and the visibility of traffic patrols.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-14-00-05	Summer Impaired Driving Enforcement Project	Impaired Driving Task Force
M6X-2019-15-00-09	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)	Impaired Driving Task Force
M6X-2019-06-00-01	Excise Police- Teen Traffic Safety	Impaired Driving Task Force

5.1.2.1 Planned Activity: Summer Impaired Driving Enforcement Project

Planned activity name	Summer Impaired Driving Enforcement Project

Planned activity number M6X-2019-14-00-05

Primary countermeasure strategy Impaired Driving Task Force

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Summer Enforcement Project grant promotes a coordinated effort to reduce alcohol impaired collisions and fatalities through highly visible and sustained traffic enforcement in identified counties. The Summer Enforcement Project was designed to decrease alcohol impaired collisions and fatalities in identified counties. For the purposes of this project, ICJI established a definition of small, medium and large counties based on the following criteria:

County Type	Number of Alcohol Impaired Collisions
Small	1-49
Medium	50-99
Large	100+

Based on the number of alcohol-impaired collisions in each county for 2016, counties are divided into the categories of small, medium, and large. The rate of alcohol-impaired collisions per 1,000 total collisions is then calculated for each county. Counties are then ordered from highest rate to lowest rate. The top 15 small, 10 medium, and 5 large counties are identified, based on their rate of alcohol-impaired collisions.

After review and approval of the initial application, applicants are provided the suggested enforcement areas from ICJI based on research of their county where alcohol-impaired collisions are occurring. Based on five-year trend data, alcohol-impaired collisions are mapped. The map and a list of roadways where alcohol-impaired collisions are most frequently occurring are provided to agencies as a basis for their enforcement. This further provides participating agencies not only the

problem areas, but also the days and times of impaired crashes so that enforcement can be planned to provide the best strategies to reduce fatality and injury rates in these areas.

Budget: \$400,000

Enter intended subrecipients.

Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Task Force

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$33,061.98	\$8,265.50	
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$366,938.02	\$91,734.50	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.2.2 Planned Activity: Impaired Driving Enforcement (Impaired Driving Task Force Indiana)

Planned activity name Impaired Driving Enforcement (Impaired Driving Task Force Indiana)

Planned activity number M6X-2019-15-00-09

Primary countermeasure strategy Impaired Driving Task Force

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds overtime pay to officers participating in DUI task forces. Nominal funds may be used by sub-grantees to purchase equipment, including sobriety checkpoint signs and portable breath test (PBT) devices for effective impaired driving enforcement. There may be limited funding available to agencies for reconstruction training and prosecutor salaries to cover the costs of going to the scene of fatal crashes or training officers to improve procedures. Sub-grantees will conduct high visibility enforcement during three statewide blitzes. Directed patrols and sobriety checkpoints will also be performed. These high visibility enforcement activities will also include impaired motorcyclists. In FY 2019, ICJI will use data driven mapping and geo-targeting of crash data to encourage and select police agencies around the state to participate in the 2019 Impaired Driving Task Force Program.

Budget: \$1,800,000

Enter intended subrecipients.

Eighty local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Publicized Sobriety Checkpoints
2019	Impaired Driving Task Force

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	164 Transfer Funds-AL	164 Alcohol	\$272,911.20		\$272,911.20
2018	164 Transfer Funds-AL	164 Alcohol	\$1,527,088.80		\$1,527,088.80

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2.3 Planned Activity: Excise Police- Teen Traffic Safety

Planned activity name	Excise Police- Teen Traffic Safety
Planned activity number	M6X-2019-06-00-01

Primary countermeasure strategy Impaired Driving Task Force

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ICJI provides grant funding to the Indiana Excise Police as a separate project to address underage drinking. The Indiana Excise Police's alcohol countermeasure programs are aimed at underage alcohol consumption and impaired driving. The Indiana State Excise Police use Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE) to reach their goal of reducing the availability and use of alcoholic beverages by persons less than 21. A reduction in the illegal consumption, possession, and sale of alcoholic beverages to underage persons can greatly decrease the chance of impaired driving collisions. SUDS details are conducted at large events, such as concerts, where underage drinking often occurs. CIS allows officers to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. ICE details are conducted on college campuses throughout the state to increase enforcement and education.

The project's goal is to reduce risky behaviors, like underage drinking and binge drinking, in order to promote safer communities for students and local residents. These programs offer both education and enforcement activities to reduce underage impaired driving and therefore collisions. Assigned program manager will provide oversight and monitoring of this project.

In the years since CIS, SUDS, and ICE have been enacted, all appear have had an impact on reducing the number of crashes involving young drivers (ages 15-20) who are legally impaired. CIS, which is a statewide program, appears to have contributed to the reduction in the number of collisions since 2009. In 2016, there were only 274 collisions involving legally impaired young drivers, which was an all-time low. SUDS appears to have helped reduce the number of these crashes during big events. Klipsch music center is an example of how SUDS has appeared to be effective during the summer months that concerts take place at the venue. In 2006, three years before SUDS, there were 40 crashes involving legally impaired young drivers and in 2016, which is eight years into SUDS, only 20 crashes occurred. This year, 2018, is on track to have even fewer crashes. The ICE program appears to have an impact in reducing these types of crashes on college campuses, especially during big events on campuses, such as homecoming, welcome week, and home football games. An example of the impact of ICE is at Ball State University. There were 10 of these types of crashes during 2012 and 2014, the years prior to the enactment of ICE. Since ICE has begun the number of crashes has been on the decline. There were only three crashes during 2016.

Budget: \$220,000

Enter intended subrecipients.

Indiana State Excise Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Task Force

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$220,000.00		\$55,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.3 Countermeasure Strategy: Ignition Interlocks

Program area	Impaired Driving (Alcohol)
Countermeasure strategy	Ignition Interlocks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Data shows that requiring ignition interlock devices as part of sentencing for impaired drivers reduces impaired driving by these offenders, particularly repeat offenders. The traffic safety impact of this countermeasure will be reduction of impaired driving crashes and fatalities.

Indiana recently established standards for inspecting and monitoring ignition interlock service centers and technicians. As now mandated by state statute, CJI has the following responsibilities with regard to ignition interlock:

- Establishing standards for service centers and inspections.
- Establishing standards for ignition interlock device technicians.
- Establishing standards for installation of ignition interlock devices.
- Requirements for removing an ignition interlock device.
- Review of denial, suspension, or revocation of certification of service centers and ignition interlock device installers and technicians.
- Hearing procedures for service centers or installers of ignition interlock devices.
- Appeal procedures for service centers or installers of ignition interlock devices.

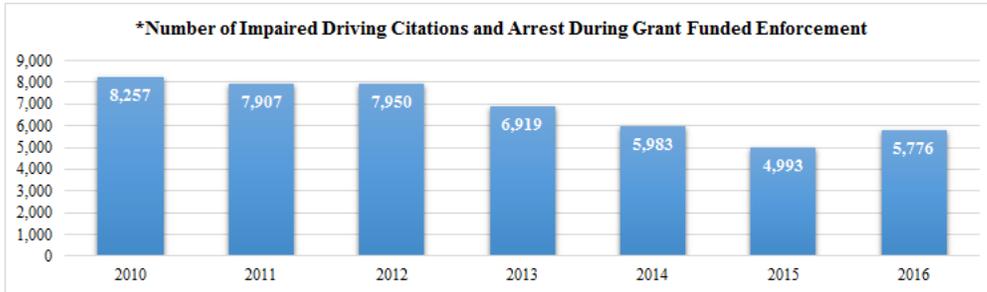
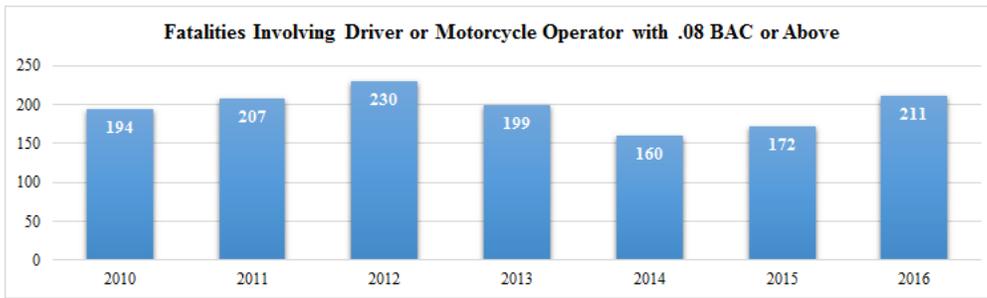
This Planned Activity funds a program manager to coordinate, monitor, and administer Indiana's ignition interlock program. This Planned Activity funds the program manager's salary, benefits, and travel costs related to impaired driving-related conferences and training seminars.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This Planned Activity is funded at \$80,000. Performance target will be reducing fatalities of drivers with a .08 BAC or above.

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

In 2016, there were 211 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 28.25 percent increase from 2015. However, the rate of 0.08+ BAC impaired driving fatalities per 100M VMT has significantly decreased from a rate of .29 in 2012 to a rate of .25 beginning in 2013 and continuing into 2014, but did increase 15 percent in 2015 to .23. Of the 821 fatal crashes in 2016, 211 (25.7 percent) involved an impaired driver. The number of impaired driving citations and arrests during grant-funded enforcement activities has been on a downward trend since 2012, but did increase in 2016 compared to 2015. Both males and females aged 21 to 25 years had the highest rates of alcohol impairment in collisions. The likelihood of alcohol-impaired fatal collisions was greatest in urban areas in 2016.



Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Data shows that requiring ignition interlock devices as part of sentencing for impaired drivers reduces impaired driving by these offenders, particularly repeat offenders. The traffic safety impact of this countermeasure will be reduction of impaired driving crashes and fatalities. This Planned Activity is funded at \$80,000.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FDLII-2019-01-01-01	Ignition Interlock Management	Ignition Interlocks

5.1.3.1 Planned Activity: Ignition Interlock Management

Planned activity name	Ignition Interlock Management
Planned activity number	FDLII-2019-01-01-01
Primary countermeasure strategy	Ignition Interlocks

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Indiana recently established standards for inspecting and monitoring ignition interlock service centers and technicians. As now mandated by state statute, CJI has the following responsibilities with regard to ignition interlock:

- Establishing standards for service centers and inspections.
- Establishing standards for ignition interlock device technicians.
- Establishing standards for installation of ignition interlock devices.
- Requirements for removing an ignition interlock device.
- Review of denial, suspension, or revocation of certification of service centers and ignition interlock device installers and technicians.
- Hearing procedures for service centers or installers of ignition interlock devices.
- Appeal procedures for service centers or installers of ignition interlock devices.

This Planned Activity funds a program manager to coordinate, monitor, and administer Indiana's ignition interlock program. This Planned Activity funds the program manager's salary, benefits, and travel costs related to impaired driving-related conferences and training seminars.

To see the Indiana ignition interlock map visit <https://www.in.gov/cji/2354.htm>.

Enter intended subrecipients.

This Planned Activity will fund an ignition interlock program manager.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Ignition Interlocks

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	\$80,000.00		\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.4 Countermeasure Strategy: Highway Safety Office Program Management

Program area Impaired Driving (Alcohol)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure is to fund the Impaired Driving Program Manager. The positive traffic safety impact results from the coordination and administration of TSD impaired driving programs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This countermeasure is for a program manager - no performance target.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

A program manager for impaired driving is necessary to oversee the impaired driving grant funds and sub-grantees effectiveness and compliance.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-01-00-00	Program Management Impaired Driver	Highway Safety Office Program Management

5.1.4.1 Planned Activity: Program Management Impaired Driver

Planned activity name	Program Management Impaired Driver
Planned activity number	M6X-2019-01-00-00
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds a program manager to coordinate, monitor, and administer impaired driving countermeasure grants. Program manager responsibilities include monitoring sub-grantees for compliance and performance; collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of impaired driving laws. The program manager uses the OPO database as well as PPI and LEL recommendations to develop impaired driving countermeasures, such as sobriety checkpoints, to lower the occurrence of drunk driving crashes. The program manager also works closely with the LELs to direct targeted training opportunities for officers in the field. This project provides funds for the program manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars.

Budget: \$75,000

Enter intended subrecipients.

Numerous state agencies and local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$75,000.00		\$18,750.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.5 Countermeasure Strategy: High Visibility Enforcement

Program area	Impaired Driving (Alcohol)
Countermeasure strategy	High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

One of the national mobilizations that Indiana State Police participate in is "Drive Sober or Get Pulled Over." The Indiana State Police receive traffic safety funds to pay officers for overtime patrols to participate in national mobilizations. They also do conduct their own impaired driving patrols as part of the grant. ISP also uses their impaired driving funds to pay their officers overtime hours when participating in the Statewide Driving Under the Influence Enforcement Project and Selective Traffic Enforcement Project. Officers will also conduct saturation patrols and sobriety checkpoints as well.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving fatalities are increasing and the number of impaired driving arrests has decreased. ISP is able to provide enforcement throughout the state and with additional funding can increase the number of impaired driving arrests. Increased arrests results in decreased fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Funding is provided to ISP to enforce all traffic safety laws. Officers conduct saturation patrols and sobriety checkpoints to combat dangerous driving, and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP Impaired Driving enforcement is comprised of two projects:

Statewide Driving Under the Influence Enforcement Project (DUIEP)

Targets impaired driving.

Selective Traffic Enforcement Project (STEP)

Targets all crash causation violations on all roads, except interstates.

All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). **ISP concentrates their enforcement on the areas where local law enforcement have not received other grant funds from ICJI to conduct enforcement.**

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-00-00-00	Indiana State Police Impaired Driving	High Visibility Enforcement

5.1.5.1 Planned Activity: Indiana State Police Impaired Driving

Planned activity name	Indiana State Police Impaired Driving
Planned activity number	PT-2019-00-00-00
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding is provided to ISP to enforce all traffic safety laws. Officers conduct saturation patrols and sobriety checkpoints to combat dangerous driving, and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP Impaired Driving enforcement is comprised of two projects:

Statewide Driving Under the Influence Enforcement Project (DUIEP)

Targets impaired driving.

Selective Traffic Enforcement Project (STEP)

Targets all crash causation violations on all roads, except interstates.

All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). ISP concentrates their enforcement on the areas where local law enforcement have not received other grant funds from ICJI to conduct enforcement. ISP is required to report fiscally and programmatically on a quarterly basis in the Egrants system. They are also required to report all enforcement within 15 days of the end of the period in ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, equipment, and travel.

Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed as an effective use of 405D funds for appropriate enforcement activities.

Budget: \$450,000

Enter intended subrecipients.

Indiana State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$450,000.00	\$112,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.2 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

ICJI has access to an excellent data resource in the ARIES database. These data allow detailed analysis of collision data. Due to data analysis limitations at ICJI, the expertise of organizations such as CRS at Purdue University and Indiana University's PPI are needed. Both CRS and PPI provide numerous reports and data for ICJI and/or public consumption. Additional partnerships with the IDHS, ISDH, and the Division of State Court Administration provide access to data ICJI would not otherwise possess.

In Indiana, there are currently only 100 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY-19 is to train five more hospitals.

The Nemsis III system for recording all EMS and Fire runs is not yet fully implemented. The goal of the Indiana Department of Homeland Security project is to fully implement NEMSIS III and create linkage to the other state agencies who are users of that data. The goal for FY-19 is to reach a minimum of 100% implementation of the NEMSIS III system.

There are currently courts in 65 counties linked into the Odyssey system. The goal of the Indiana Supreme Court eCWS is project is to increase the number of courts linked into Odyssey for all 92 counties. The goal for FY-19 is to add six more counties.

Increasing the number of state agencies using the e-CWS for the Racial Profiling project will increase the data collected and available for public review on the race of individuals receiving citations. This grant will allow for increased training of agencies into the eCWS, provide the necessary equipment to participate in the e-CWS and provide the training to educate officers on the importance of completing the race information on citations and warnings and encourage officers to complete that section of the citation. The goal for FY-19 is to add 10 agencies.

All the projects with these partners seek to (1) improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that the State needs to identify priorities for national, State and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data; (4) create working groups within the TRCC to develop systems for tracking patient data from the crash, to the EMS provider, to the hospital/trauma center destination, including discharge; (5) to evaluate and make recommendations to bring the State's Police Accident Report (PAR) in line with the most recent MMUCC standards; and (6) to improve the compatibility and interoperability of the States' data systems with national traffic safety data systems and data systems of other States and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, circumstances, and outcomes.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	951.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	3,605.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database

2019 Improves accessibility of a core highway safety database

2019 Highway Safety Office Program Management Records

5.2.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The eCWS project focuses on providing police officers the equipment they need to electronically report their citations into the electronic Citation and Warning System. This equipment provides officers in the field with the ability to reduce the time it takes to write a ticket and greatly improves timeliness of the entry of these tickets into the database.

This project pays for costs to maintain traffic ticket data, computer equipment (Window and iPad tablets, laptops, printers, and scanners) to run the eCWS program, provide law enforcement eCWS training and support, and to maintain the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS). ICJI will receive prior approval from the NHTSA regional administrator to purchase any equipment over \$5,000. Citation data is uploaded into the courts' Odyssey case management system, which is linked to the BMV and can be accessed by ICJI and other state agencies. This project also serves to enhance the e-CWS software to allow mapping data to be updated in a more timely and precise manner. The Traffic Records Coordinator will provide oversight and monitoring of this project.

Budget: \$340,000

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Having citations reported in a timely manner leads to more accurate reporting and more accurate results. The eCWS data is uploaded into the courts' Odyssey case management system, which is linked to the BMV. Having data reported timely into every system leads to analysis of traffic crash data in real time. \$340,000.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Providing the equipment necessary for eCWS will shorten reporting times and give agencies who would not be able to afford the equipment on their own the ability to get the equipment and report into the system.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-03-00-00	Indiana Supreme Court - eCWS	Improves timeliness of a core highway safety database

5.2.1.1 Planned Activity: Indiana Supreme Court - eCWS

Planned activity name	Indiana Supreme Court - eCWS
Planned activity number	M3DA-2019-03-00-00
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project pays for costs to maintain traffic ticket data, computer equipment (Window and iPad tablets, laptops, printers, and scanners) to run the eCWS program, provide law enforcement eCWS training and support, and to maintain the Desktop and Central Repository applications for the electronic Citation and Warning System (eCWS). ICJI will receive prior approval from the NHTSA regional administrator to purchase any equipment over \$5,000. Citation data is uploaded into the courts' Odyssey case management system, which is linked to the BMV and can be accessed by ICJI and other state agencies. This project also serves to enhance the e-CWS software to allow mapping data to be updated in a more timely and precise manner. The Traffic Records Coordinator will provide oversight and monitoring of this project.

Budget: \$340,000

Enter intended subrecipients.

Indiana Supreme Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	\$239,399.27	\$59,849.82	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$100,600.73	\$25,150.18	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The integration between one or more databases helps give a full scope understanding of what occurs before, during, and after a traffic collision. This can help the state look at particular kinds of collisions and factors that could have been a cause of a collision. The state is then able to come up with strategies of how to decrease those types of collisions and the effects of them.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Having systems that are linked that all report data that is relevant to traffic safety in some capacity gives a full scope understanding of traffic safety in the state. The Purdue Center for Road Safety links crash and BMV data to hospital databases to research trends of traffic collisions and the results of collisions. They also do an observational seat belt usage survey.

The Indiana Department of Homeland Security links EMS data to the NEMSIS III database.

The CRS project funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications linking crash, hospital inpatient/outpatient databases, and BMV data. CRS also designs, implements, and analyzes results from the observational seat belt usage surveys. CRS links data submitted by EMS providers into the Crash Outcome Data Evaluation System (CODES). CRS will provide two CODES projects: (1) screening for road segments experiencing both high crash incidence and impaired driver incidence and (2) analysis of motorcycle crash outcomes based on previous training experience, socio-economic characteristics, and operator behavior (citations). Funding is used for salaries, benefits, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project. Budget: \$105,000

The Indiana Department of Homeland Security planned activity provides funds to pay for training and software necessary for the EMS Data Registry programs web-based on-line reporting system. No equipment over \$5,000 will be purchased without prior approval from the NHTSA regional administrator. This system seeks to link data submitted by EMS providers into the NEMSIS III database. In Indiana there are over 800 EMS providers of which approximately 500 are stand-alone ambulance services, and over 300 are EMS providers that are located in approximately 950 fire departments. This project aligns Indiana EMS run reporting data with national NEMSIS III requirements. Assigned program manager will provide oversight and monitoring of this project. Budget: \$105,000

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The CRS project provides research on the seat belt usage across the state and also looks at hospital records and crash records to provide results of how collisions affect those involved. The EMS project aligns Indiana EMS data with the national NEMSIS III requirements.

The CRS Planned Activity funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications linking crash, hospital inpatient/outpatient databases, and BMV data. CRS also designs, implements, and analyzes results from the observational seat belt usage surveys. CRS links data submitted by EMS providers into the Crash Outcome Data Evaluation System (CODES). CRS will provide two CODES projects: (1) screening for road segments experiencing both high crash incidence and impaired driver incidence and (2) analysis of motorcycle crash outcomes based on previous training experience, socio-economic characteristics, and operator behavior (citations). Funding is used for salaries, benefits, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project. Budget: \$105,000

The Indiana Department of Homeland Security planned activity provides funds to pay for training and software necessary for the EMS Data Registry programs web-based on-line reporting system. No equipment over \$5,000 will be purchased without prior approval from the NHTSA regional administrator. This system seeks to link data submitted by EMS providers into the NEMSIS III database. In Indiana there are over 800 EMS providers of which approximately 500 are stand-alone ambulance services, and over 300 are EMS providers that are located in approximately 950 fire departments. This project aligns Indiana EMS run reporting data with national NEMSIS III requirements. Assigned program manager will provide oversight and monitoring of this project. Budget: \$105,000

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-02-00-00	Purdue University - Center for Road Safety	Improves integration between one or more core highway safety databases
M3DA-2019-04-00-00	Indiana Department of Homeland Security - EMS Data	Improves integration between one or more core highway safety databases

5.2.2.1 Planned Activity: Purdue University - Center for Road Safety

Planned activity name	Purdue University - Center for Road Safety
Planned activity number	M3DA-2019-02-00-00
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds data analysis conducted by Purdue University's Center for Road Safety (CRS). CRS will release two publications linking crash, hospital inpatient/outpatient databases, and BMV data. CRS also designs, implements, and analyzes results from the observational seat belt usage surveys. CRS links data submitted by EMS providers into the Crash Outcome Data Evaluation System (CODES). CRS will provide two CODES projects: (1) screening for road segments experiencing both high crash incidence and impaired driver incidence and (2) analysis of motorcycle crash outcomes based on previous training experience, socio-economic characteristics, and operator behavior (citations). Funding is used for salaries, benefits, printing, and other administrative costs associated with this program. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$115,000

Enter intended subrecipients.

Purdue University- Center for Road Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$115,000.00	\$28,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2.2 Planned Activity: Indiana Department of Homeland Security - EMS Data

Planned activity name Indiana Department of Homeland Security - EMS Data

Planned activity number M3DA-2019-04-00-00

Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to pay for training and software necessary for the EMS Data Registry programs web-based on-line reporting system. No equipment over \$5,000 will be purchased without prior approval from the NHTSA regional administrator. This system seeks to link data submitted by EMS providers into the NEMSIS III database. In Indiana there are over 800 EMS providers of which approximately 500 are stand-alone ambulance services, and over 300 are EMS providers that are located in approximately 950 fire departments. This project aligns Indiana EMS run reporting data with national NEMSIS III requirements. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$105,000

Enter intended subrecipients.

Indiana Department of Homeland Security

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$105,000.00		\$26,250.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accuracy of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The countermeasure of improving accuracy of traffic records results in better traffic crash data. CJI and other agencies that research traffic safety can create more effective traffic safety programs because the traffic records are an accurate reflection of what is occurring on Indiana roadways. This funding will provide for a more in-depth analysis of traffic data which leads to more accurate results and an accurate reflection of the primary causes of fatal crashes.

This Planned Activity supports funding to provide for additional traffic data analysis, including the identification of motor vehicle crash trends and the creation of fact reports, strategies for reducing traffic fatalities, and county specific data. The fact reports will contain traffic-related data for the following categories: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. CJI will utilize this information to help set performance measures and will distribute these publications to subgrantees to incorporate into their data driven grant applications. This additional data analysis will also provide CJI with ad hoc data queries when needed. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There is not a performance target for traffic records. It can be difficult to obtain a complete analysis of Indiana crashes statewide and by county using the current CJI research staff. This planned activity will look at traffic data and report trends, county profiles, and strategies for reducing traffic deaths and injuries.

This Planned Activity supports funding to provide for additional traffic data analysis, including the identification of motor vehicle crash trends and the creation of fact reports, strategies for reducing traffic fatalities, and county specific data. The fact reports will contain traffic-related data for the following categories: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. CJI will utilize this information to help set performance measures and will distribute these publications to subgrantees to incorporate into their data driven grant applications. This additional data analysis will also provide CJI with ad hoc data queries when needed. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$350,000

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The current TSD research staff does not have the manpower or resources to provide the necessary in-depth analysis of crash data for CJI and law enforcement subgrantees.

This Planned Activity supports funding to provide for additional traffic data analysis, including the identification of motor vehicle crash trends and the creation of fact reports, strategies for reducing traffic fatalities, and county specific data. The fact reports will contain traffic-related data for the following categories: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. CJI will utilize this information to help set performance measures and will distribute these publications to subgrantees to incorporate into their data driven grant applications. This additional data analysis will also provide CJI with ad hoc data queries when needed. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$350,000

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-2019-01-00-00	Research Analysis	Improves accuracy of a core highway safety database

5.2.3.1 Planned Activity: Research Analysis

Planned activity name	Research Analysis
Planned activity number	TR-2019-01-00-00
Primary countermeasure strategy	Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This Planned Activity supports funding to provide for additional traffic data analysis, including the identification of motor vehicle crash trends and the creation of fact reports, strategies for reducing traffic fatalities, and county specific data. The fact reports will contain traffic-related data for the following categories: problem identification, alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers. CJI will utilize this information to help set performance measures and will distribute these publications to subgrantees to incorporate into their data driven grant applications. This additional data analysis will also provide CJI with ad hoc data queries when needed. Funding from this project pays for salaries, benefits, indirect costs, travel costs, printing, and administrative costs. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$350,000

Enter intended subrecipients.

This planned activity will be performed by a contractor, subgrantee or within CJI.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	403 Research	\$350,000.00	\$87,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.4 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk

populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The countermeasure will help state agencies, including CJI, to access data that is relevant to traffic safety. The Indiana Supreme Court - State Court Administration grant provides funds to police departments so there is a statewide central repository for traffic citations and warnings. By having each agency on the same reporting system and reporting properly the state will know where and when certain traffic violations are taking place. The Indiana State Department of Health - Trauma Database provides a database for hospitals to report injuries resulting from traffic collisions. The focus of this grant is to provide the software and training to more hospitals. The BMV data compilation and sharing creates an extract regarding Indiana driver's that is then given to Purdue University- Center for Road Safety and Indiana University Public Policy Institute. It is a grant that provides funds so those two agencies have access to driver data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There are no performance targets, but this counter measure and the planned activities are to provide traffic safety partners with necessary traffic crash software. There are many databases/software that are available to CJI traffic safety partners, but often times funding is not available. This countermeasure provides the funds so those agencies are able to obtain and maintain the software. By giving traffic safety stakeholders the ability to access software allows everyone to have a better understanding of the crash picture on Indiana roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

All Indiana police departments should utilize the same citation software so there can be uniformity among citations and the state can accurately track the number of citations that are being written. This is why it is important for the Indiana State Court- Racial Profiling project to receive funds, so all police departments can use the citation system and be consistent with other departments. Hospitals are able to determine the depth of injuries for someone involved in a traffic collision better than a police officer. The hospitals capability to report injury information will help improve crash records accuracy. Also, if there is a patient who comes in later after a traffic crash the hospital is able to report that and likely the injury reported at the time of the collision can be changed to a more accurate representation. The two universities are able to do more in-depth research on potential variables regarding collisions than CJI is capable of. The universities ability to access driver extracts is necessary for more accurate research.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-06-00-00	Bureau of Motor Vehicles Data Compilation and Sharing	Improves accessibility of a core highway safety database
M3DA-2019-05-00-00	Indiana State Department of Health - Trauma Database	Improves accessibility of a core highway safety database
F1906CMD-2019-01-00-00	Indiana Supreme Court- State Court Administration- Racial Profiling	Improves accessibility of a core highway safety database

5.2.4.1 Planned Activity: Bureau of Motor Vehicles Data Compilation and Sharing

Planned activity name Bureau of Motor Vehicles Data Compilation and Sharing
Planned activity number M3DA-2019-06-00-00
Primary countermeasure strategy Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds the agreement with the Indiana Bureau of Motor Vehicles to create an extract with all pertinent information regarding licensed Indiana driver's including driving history. This extract will be provided to Purdue University-Center for Road Safety and Indiana University Public Policy Institute for purposes of analyzing Indiana highway traffic data. This extract has been conducted for the past seven years and includes BMV traffic data from 2003 to present.

Budget: \$2,000

Enter intended subrecipients.

Indiana Bureau of Motor Vehicles.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$2,000.00	\$500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.4.2 Planned Activity: Indiana State Department of Health - Trauma Database

Planned activity name Indiana State Department of Health - Trauma Database

Planned activity number M3DA-2019-05-00-00

Primary countermeasure strategy Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds improvements made to the statewide health trauma database. This data includes intake and discharge data from hospitals regarding injuries resulting from traffic crashes. In Indiana, there are currently only 100 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY-19 is to train five more hospitals. This task will pay for trauma registry software, training, data importation, customization costs, software assurance, salary and benefits for an

injury epidemiologist, IOT annual housing and maintenance of state SQL server, pilot rural hospital expansion of registry project (including training/travel, user group meetings, hardware/software upgrade costs, and the purchase of annual maintenance of software from vendors). Assigned program manager will provide oversight and monitoring of this project.

Budget: \$170,252

Enter intended subrecipients.

Indiana State Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$170,252.00	\$42,563.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.4.3 Planned Activity: Indiana Supreme Court- State Court Administration- Racial Profiling

Planned activity name	Indiana Supreme Court- State Court Administration- Racial Profiling
Planned activity number	F1906CMD-2019-01-00-00
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

This project will increase the use of the electronic Citation and Warning System (e-CWS) by law enforcement agencies that currently have officers not using the system (i.e. writing paper tickets). The ticketing software in eCWS has the ability to collect numerous data elements for each driver on any given traffic stop. Race is one of the data elements collected through the eCWS. This grant will increase the number of agencies and their officers using the eCWS. In conjunction with the eCWS software, the Supreme Court Division of State Court Administration, Trial Court Technology, created a central repository to track every ticket and warning issued. Officers upload all traffic tickets and warnings issued in the field to this database. The database includes geospatial information system (GIS) functionality. Using this functionality, agencies are able to run reports on the specific type of street or highway where traffic stops occurred, *including Federal Aid Highways*. Using the data in the central repository, the Supreme Court and ICJI are able to conduct analysis reports which can be shared with the public, or can be initiated at public request. In order to utilize the eCWS, officers must be trained in the use of the system, and provided the scanners and printers that are necessary to implement the eCWS. As part of the training, officers are advised and encouraged to complete the race field to the best of their ability. Further, the Supreme Court issues a user manual as part of the training which emphasizes the importance of the race field. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$350,557

Enter intended subrecipients.

Funds will be provided to the Indiana Supreme Court to provide e-CWS equipment to local law enforcement agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2017	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$350,000.00		\$87,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.2.5 Countermeasure Strategy: Highway Safety Office Program Management Records

Program area	Traffic Records
Countermeasure strategy	Highway Safety Office Program Management Records

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is funding for a program manager.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There are none. This is for the program manager of traffic records.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure is to fund for the traffic records program manager.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-01-00-00	Program Management- Traffic Records	Highway Safety Office Program Management Records

5.2.5.1 Planned Activity: Program Management- Traffic Records

Planned activity name	Program Management- Traffic Records
Planned activity number	M3DA-2019-01-00-00
Primary countermeasure strategy	Highway Safety Office Program Management Records

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Budget: \$60,000

Enter intended subrecipients.

ICJI Traffic Records program manager.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management Records

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$60,000.00	\$15,000.00	
2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$15,000.00	\$3,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and innovative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify innovative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States

are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	951.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement
2019	

5.3.1 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program area	Distracted Driving
Countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and creative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify creative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations. Data shows that distracted driving is a significant contributing factor in traffic crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and creative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify creative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations. Data shows that distracted driving is a significant contributing factor in traffic crashes. Distracted driving HVE raises driver awareness and reduces distracted driving crashes and deaths.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Indiana will use the 405e grant to fund distracted driving HVE. Distracted driving statutes are also enforced in other projects such as OPO, Summer Impaired Driving and DUI Task Force. Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and creative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify creative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations. Data shows that distracted driving is a significant contributing factor in traffic crashes. Distracted driving HVE raises driver awareness and reduces distracted driving crashes and deaths.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FESX-2019-01-00-00	Distracted Driving	Distracted Driving

5.3.2 Countermeasure Strategy:

Program area Distracted Driving

Countermeasure strategy

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

hthtgrhrhytfg

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.4 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

NHTSA reports that in 2016 of all FARS fatally-injured drivers, 44% were drug-positive. Marijuana was the most common drug with 41% of the drug-positive drivers. Thirty-eight percent were alcohol positive.

In a NHTSA roadside survey in 2014, 22% of all drivers tested drug-positive, both weekday days and weekend nights. Marijuana the most common drug, with 9% of all drivers on weekday days and 12% on weekend nights.

1. Indiana

	<u>Fatals</u>	<u>ETOH or Drug Positive</u>	<u>Positive ETOH</u>	<u>ETOH (.08+)</u>	<u>Drug Positive</u>
2017	922	261	127	105	134 (71)
2016	827	290	128	114	162 (37)
2015	823	254	128	108	146
2014	747	255	137	118	128
2013	784	345	178	145	167

2017 – 51.3% of Alcohol or Drug Associated Fatalities were **Drug Only**

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES) retrieved April 28, 2018

(Results Pending)

In 2016, there were 211 fatalities involving a driver or motorcycle operator with a BAC of .08 or above, which was 28.25 percent increase from 2015. However, the rate of 0.08+ BAC impaired driving fatalities per 100M VMT has significantly decreased from a rate of .29 in 2012 to a rate of .25 beginning in 2013 and continuing into 2014, but did increase 15 percent in 2015 to .23. Of the 821 fatal crashes in 2016, 211 (25.7 percent) involved an impaired driver. The number of impaired driving citations and arrests during grant-funded enforcement activities has been on a downward trend since 2012, but did increase in 2016 compared to 2015. Both males and females aged 21 to 25 years had the highest rates of alcohol impairment in collisions. The likelihood of alcohol-impaired fatal collisions was greatest in urban areas in 2016.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	185.0
2019	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	5 Year	2019	0.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training
2019	Judicial Education
2019	Integrated Enforcement drug and alcohol
2019	DWI Courts
2019	Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

5.4.1 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The more that officers and attorneys know about the effective methods of investigating and prosecuting traffic violators especially impaired drivers the more likely there will be fewer impaired drivers on the road. The planned activity that addresses this is our Traffic Safety Resource Prosecutor.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

One purpose of the Traffic Safety Resource Prosecutor is to train law enforcement officers and prosecuting attorneys of the effective methods for investigating and prosecuting traffic violators, especially impaired drivers. By properly investigating and prosecuting impaired drivers will lead to fewer being on the road and potential those who can observe the consequences will be influenced to not copy the violators behavior.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Proper investigating and prosecution of impaired drivers will allow fewer on the road, but also teach others it is not worth the risk to drink and then drive.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-06-00-00	Traffic Safety Resource Prosecutor	Prosecutor Training

5.4.1.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name Traffic Safety Resource Prosecutor
 Planned activity number M6X-2019-06-00-00
 Primary countermeasure strategy Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds for Indiana's Traffic Safety Resource Prosecutor (TSRP) to train law enforcement officers and prosecuting attorneys on effective methods of investigating and prosecuting traffic violators, with an emphasis on impaired driving. The TSRP holds multiple trainings requiring a minimum of 20 attendees per session throughout the year. The TSRP is available to officers and prosecutors for consultations regarding traffic offense cases. The TSRP also reviews proposed traffic safety legislation. The TSRP attends ICJI's annual law enforcement update meetings every summer. This project will provide the TSRP's salary, benefits, travel, training costs, and one support staff. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$185,000

Enter intended subrecipients.

Indiana Prosecuting Attorneys Council.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Codes and Laws	\$185,000.00		\$46,250.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Judicial Education

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Judicial Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock law to judges and judiciary staff across the state. The JOL will also:

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The JOL will work to educate the judiciary on ignition interlocks and other impaired driving issues, to include:

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

Providing the judiciary with the most updated impaired driving statistics and programs works to provide the judiciary with the most complete information they need to hear impaired driving cases.

\$70,000 budget

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The JOL will work to educate the judiciary on ignition interlocks and other impaired driving issues, to include:

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

Providing the judiciary with the most updated impaired driving statistics and programs works to provide the judiciary with the most complete information they need to hear impaired driving cases.

\$70,000 budget

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-12-00-08	Judicial Outreach Liaison	Judicial Education

5.4.2.1 Planned Activity: Judicial Outreach Liaison

Planned activity name	Judicial Outreach Liaison
Planned activity number	M6X-2019-12-00-08
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds a Judicial Outreach Liaison to provide instruction and training regarding Indiana's ignition interlock law to judges and judiciary staff across the state. The JOL will also:

Work with the State's Specialty Court Committee to promote the development and use of OWI courts in Indiana.

Continue to work with National Judicial Fellows and the Regional JOL to promote outreach opportunities as they relate to impaired driving issues.

Identify issues of concern to judges and other court officials regarding impaired driving issues.

Share information and coordinate with TSD, LELs, TRSP and others on emerging impaired driving issues.

Develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OWI offenders.

Identify barriers that hamper effective training, education and outreach to the courts and recommend alternative means to address these issues and concerns.

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

Budget: \$70,000

Enter intended subrecipients.

The Indiana JOL under contract with ICJI.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Judicial Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	\$70,000.00		\$17,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3 Countermeasure Strategy: Integrated Enforcement drug and alcohol

Program area Impaired Driving (Alcohol)

Countermeasure strategy Integrated Enforcement drug and alcohol

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired driving checkpoints and saturation patrols. A third opportunity is to integrate impaired-driving enforcement into special enforcement activities directed primarily at other offenses such as speeding or seat belt nonuse, especially since impaired drivers often speed or fail to wear seat belts.

The planned activities for this countermeasure are OPO Enforcement and ISP OPO. Seat belt enforcement and other traffic enforcement results in increased impaired driving arrests when officers are aware of possible impairment in all drivers. Increased impaired driving arrests results in reduced impaired driving fatal crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving continues to result in a significant number of fatal crashes each year in Indiana. Through integrated enforcement, Indiana works to increase impaired driving arrests in all of its enforcement planned activities. A significant portion of Indiana's HSP is dedicated to integrated enforcement.

OPO: \$2,800,000. Indiana State Police: \$1,160,000.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Impaired drivers are detected and arrested through regular traffic enforcement and crash investigations as well as through special impaired driving checkpoints and saturation patrols. A third opportunity is to integrate impaired-driving enforcement into special enforcement activities directed primarily at other offenses such as speeding or seat belt nonuse, especially since impaired drivers often speed or fail to wear seat belts.

The planned activities for this countermeasure are OPO Enforcement and ISP OPO. Seat belt enforcement and other traffic enforcement results in increased impaired driving arrests when officers are aware of possible impairment in all drivers. Increased impaired driving arrests results in reduced impaired driving fatal crashes.

OPO: \$2,800,000. Indiana State Police: \$1,160,000.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-04-00-00	SFST/DRE Program Coordination	Drug Recognition Expert (DRE) Training (Drugs and Alcohol)
OP-2019-02-00-00	Operation Pull Over (OPO) Enforcement	Integrated Enforcement drug and alcohol
M6X-2019-10-00-08	Indiana State Police OPO	Integrated Enforcement drug and alcohol

5.4.3.1 Planned Activity: Operation Pull Over (OPO) Enforcement

Planned activity name	Operation Pull Over (OPO) Enforcement
Planned activity number	OP-2019-02-00-00
Primary countermeasure strategy	Integrated Enforcement drug and alcohol

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for occupant protection projects.

OPO is Indiana's primary seat belt enforcement program. All OPO participating agencies must work both national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) and two statewide mobilizations. At least 12.5 percent of grant funds must be spent per mobilization, for a total of 50 percent being used for blitz enforcement. The remaining 50 percent can be used for additional enforcement periods determined by the local agencies based on local traffic data and community events.

All grantees are required to conduct at least 40 percent of their enforcement during nighttime hours (6:00 p.m. to 6:00 a.m.). Subgrantees are required to report fiscally and programmatically on a quarterly basis in the Egrants system. Subgrantees are also required to report all enforcement within 30 days of the end of the enforcement period in ICJI's OPO database. Though OPO is primarily a combination of seat belt and impaired driving enforcement, seat belts remain the top priority. Applicants can additionally request funding to address other high risk driving behaviors should their local data indicate a need.

The FY18 OPO project introduced the use of Drug Recognition Experts (DRE) for drug-related impaired enforcement efforts. The use of DREs will continue for FY19. Subgrantees who have DREs in their area(s) have the ability to allocate specific funding for DRE utilization throughout the grant period. DREs will only be activated within OPO enforcement, and not be used as part of DUI Task Force projects. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

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

Budget: \$3,000,000

Enter intended subrecipients.

Local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Integrated Enforcement drug and alcohol
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,441,788.34	\$360,447.09	\$1,441,788.34
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$1,358,211.66	\$339,552.91	\$1,358,211.66

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.3.2 Planned Activity: Indiana State Police OPO

Planned activity name Indiana State Police OPO
 Planned activity number M6X-2019-10-00-08
 Primary countermeasure strategy Integrated Enforcement drug and alcohol

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Combined Accident Reduction Effort (CARE)

Targets peak holiday travel periods on major roadways.

Operation Pull Over (OPO)

Targets occupant protection violations, impaired and/or dangerous driving.

All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). ISP concentrates their enforcement on the areas where local law enforcement have not received other grant funds from ICJI to conduct enforcement. ISP is required to report fiscally and programmatically on a quarterly basis in the Egrants system. They are also required to report all enforcement within 15 days of the end of the period in ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, equipment, and travel.

Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 402 funds for appropriate enforcement activities.

Budget: \$716,000

Enter intended subrecipients.

Indiana State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Integrated Enforcement drug and alcohol

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$716,000.00	\$179,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.4 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DWI courts look only at cases of impaired drivers. The drivers could be impaired by any illegal substance and we are starting to see that more drivers are testing positive for substances other than alcohol. The planned activity is DWI Court Training. This project will train a planning team on how to design DWI courts. These courts oversee DWI courts and the more of these courts we have the more DWI cases will get proper sentences to the crime.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2016 there was an increase impaired fatal collisions compared to 2015. The DWI courts training will help reduce the number of impaired fatalities, by giving accurate sentences to impaired driving cases.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Having courts give proper sentences to impaired drivers will lead to safer Indiana roadways.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FDLCS-2019-00-00-01	DWI Court Training	DWI Courts

5.4.4.1 Planned Activity: DWI Court Training

Planned activity name	DWI Court Training
Planned activity number	FDLCS-2019-00-00-01
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Indiana currently does not have any DWI courts. The National Center for DWI Courts (NCDC) provides training and technical assistance to states to develop and implement DWI courts. This project will fund NCDC to execute one three and one-half (3 ½) day foundational training class in Indiana to train up to six (6) planning teams. This training is designed to take these planning teams through the various stages involved in planning and designing a DWI court. At the conclusion of the training, teams will be expected to work within their jurisdictions to implement DWI courts. As required by NCDC, each team will consist of a minimum of eight (8) team members. This project will fund the training costs for NCDC to bring this foundational training to Indiana and will fund the lodging and meal costs for the team members who attend this training.

NCDC trained six (6) Indiana teams in FY18 and this planned activity will increase the number of DWI courts in Indiana to twelve (12).

Budget: \$110,000

Enter intended subrecipients.

Municipal and county courts that have an interest in establishing a DWI specialty court in their jurisdiction.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	DWI Courts
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$110,000.00		\$27,500.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.5 Countermeasure Strategy: Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

Program area Impaired Driving (Drug)

Countermeasure strategy Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. In 2016 there was an increase in the number of impaired drivers. It is becoming more prevalent for drivers to be under the influence of drugs more than ever. Providing officers with funds for standard field sobriety test/drug recognition expert program will reduce the number of impaired drivers involved in fatalities.

This project provides funding for SFST, DRE and ARIDE trainings. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. In 2016, the TSD contracted Lt. Robert Duckworth of the Decatur County Sheriff's Department to conduct SFST refresher and DRE certification refresher courses. Lt. Duckworth will continue to work with local law enforcement to ensure that officers are current on their training. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE programs also are funded by this project. These programs provide officer training to better recognize drug-impaired drivers. ARIDE training provides officers with an introduction to drug-impaired driving detection. Indiana currently uses ARIDE training as pre-training for the DRE program. DRE certification courses are available to officers. The training consists of nine days of classroom instruction in the areas of physiology, onset and duration of drug impairment, signs and symptoms of drugs, and the administration and interpretation of the 12-step test used in the drug recognition process. Following the classroom portion DRE trainees are required to evaluate several drug impaired individuals to demonstrate the officer's grasp of material and worthiness for certification. This project pays for a SFST/DRE coordinator to instruct trainings and testify as an expert witness in impaired driving cases. Assigned program manager will provide oversight and monitoring of this project.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Drug impaired driving crashes and fatalities have increased. Officers who are not trained on recognizing drug impairment may not identify an impaired driver and may not be able to articulate that impairment for an arrest and prosecution. The more officers who are trained as DRE's will help reduce the number of impaired collisions and reduce the number of impaired fatalities.

This project provides funding for SFST, DRE and ARIDE trainings. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 24 hours of training on how to detect and test a suspected impaired driver and how to file cases against the offender. In 2016, the TSD contracted Lt. Robert Duckworth of the Decatur County Sheriff's Department to conduct SFST refresher and DRE certification refresher courses. Lt. Duckworth will continue to work with local law enforcement to ensure that officers are current on their training. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE programs also are funded by this project. These programs provide officer training to better recognize drug-impaired drivers. ARIDE training provides officers with an introduction to drug-impaired driving detection. Indiana currently uses ARIDE training as pre-training for the DRE program. DRE certification courses are available to officers. The training consists of nine days of classroom instruction in the areas of physiology, onset and duration of drug impairment, signs and symptoms of drugs, and the administration and interpretation of the 12-step test used in the drug recognition process. Following the classroom portion DRE trainees are required to evaluate several drug impaired individuals to demonstrate the officer's grasp of material and worthiness for certification. This project pays for a SFST/DRE coordinator to instruct trainings and testify as an expert witness in impaired driving cases. Assigned program manager will provide oversight and monitoring of this project.

\$355,000 budget

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy focuses on increasing the number of DREs in Indiana. Studies show officers who complete DRE and SFST training courses are more successful at identifying impaired drivers.

\$355,000 budget

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-04-00-00	SFST/DRE Program Coordination	Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

5.4.5.1 Planned Activity: SFST/DRE Program Coordination

Planned activity name	SFST/DRE Program Coordination
Planned activity number	M6X-2019-04-00-00
Primary countermeasure strategy	Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funding for SFST, DRE and ARIDE trainings. Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. ICJI requires all officers participating in federally funded DUI task forces be trained in and successfully complete the SFST basic course. The basic officer SFST course consists of 16 modules of training on how to detect and test a suspected impaired driver and how to file cases against the offender. In 2016, the TSD contracted Robert Duckworth of the Decatur County Sheriff's Department to conduct SFST

refresher and DRE certification refresher courses. Captain Duckworth will continue to work with local law enforcement to ensure that officers are current on their training. Assigned program manager will provide oversight and monitoring of this project, as well as provide purchasing and travel assistance for scheduled training in and out of Indiana.

Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE programs also are funded by this project. These programs provide officer training to better recognize drug-impaired drivers. ARIDE training provides officers with an introduction to drug-impaired driving detection. Since FY17 Indiana has taken an aggressive approach to training more officers each year than the immediate proceeding year in ARIDE. Additionally, Indiana currently uses ARIDE training as pre-training and educational recruitment tool for the DRE program. DRE certification courses are available to officers. The training consists of nine days of classroom instruction in the areas of physiology, onset and duration of drug impairment, signs and symptoms of drugs, and the administration and interpretation of the 12-step test used in the drug recognition process. Following the classroom portion DRE trainees are required to evaluate several drug impaired individuals to demonstrate the officer's grasp of material and worthiness for certification. This project pays for a SFST/DRE coordinator to instruct trainings and testify as an expert witness in impaired driving cases. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$355,000

Enter intended subrecipients.

State of Indiana DRE coordinator.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Integrated Enforcement drug and alcohol
2019	Drug Recognition Expert (DRE) Training (Drugs and Alcohol)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$355,000.00	\$88,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Impaired Driving (Drug)

Program area type Impaired Driving (Drug)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

NHTSA reports that in 2016 of all FARS fatally-injured drivers, 44% were drug-positive. Marijuana was the most common drug with 41% of the drug-positive drivers. Thirty-eight percent were alcohol positive

In a NHTSA roadside survey in 2014, 22% of all drivers tested drug-positive, both weekday days and weekend nights. Marijuana the most common drug, with 9% of all drivers on weekday days and 12% on weekend night.

Indiana

	<u>Fatals</u>	<u>ETOH or Drug Positive</u>	<u>Positive ETOH</u>	<u>ETOH (.08+)</u>	<u>Drug Positive</u>
2017	922	261	127	105	134 (71)
2016	827	290	128	114	162 (37)
2015	823	254	128	108	146
2014	747	255	137	118	128
2013	784	345	178	145	167

2017 – 51.3% of Alcohol or Drug Associated Fatalities were **Drug Only**

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES) retrieved April 28, 2018

(Results Pending)

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)

2019 C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) 5 Year 2019 185.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment
2019	Drug Recognition Expert (DRE) Training

5.5.1 Countermeasure Strategy: Laboratory Drug Testing Equipment

Program area Impaired Driving (Drug)
Countermeasure strategy Laboratory Drug Testing Equipment

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

With the increased number of impaired fatalities there has also been an increase in blood samples that have been sent to the department of toxicology to test. The blood is tested for alcohol and other drugs. This increase in blood samples has created a backlog for the department of toxicology. To handle the increased number of blood samples the Department of Toxicology will outsource some of the blood samples to help reduce the backlog. Reducing the backlog will help create an accurate picture of the number of fatalities with an impaired driver and what they are under the influence of.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2016, 44% of all fatally-injured drivers were drug-positive. This is a large portion of all fatalities. Although, in Indiana we did have an increase in impaired collisions our goal is to decrease that number through increased enforcement. One possibility why the number could have increased for impaired drivers is because the department of toxicology were able to outsource and have new technology that can test for more drugs. The planned activity of Department of Toxicology Backlog Reduction will help test the blood samples in a timely fashion to provide more accurate data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

With the increase in impaired drivers there is an increase in blood samples that need to be tested. It is important to have the blood samples tested in a timely fashion.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-07-00-00	Department of Toxicology Backlog Reduction	Laboratory Drug Testing Equipment

5.5.1.1 Planned Activity: Department of Toxicology Backlog Reduction

Planned activity name	Department of Toxicology Backlog Reduction
Planned activity number	M6X-2019-07-00-00
Primary countermeasure strategy	Laboratory Drug Testing Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project continues to fund outsourcing to reduce the Indiana State Department of Toxicology backlog of approximately 2,000 traffic related drug cases. While the *alcohol* turnaround time for analysis is currently less than 45 days, the turnaround time for traffic related drug cases submitted for analysis is approximately 7 months. This turnaround time for drug analysis is delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. It is imperative that these forensic results be available for courts in a timely manner to assist with prosecution decisions and expedite the adjudication of traffic related offenses. This project will improve timeliness and completeness in the safety database systems of crash and citation/adjudication. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$200,000

Enter intended subrecipients.

The Department of Toxicology Backlog Reduction

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$200,000.00	\$50,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.5.2 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area	Impaired Driving (Drug)
Countermeasure strategy	Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Studies show officers who complete SFST training courses are four times more successful at identifying impaired drivers. In 2016 there was an increase in the number of impaired drivers. It is becoming more prevalent for drivers to be under the influence of drugs more than ever. Providing officers with funds for standard field sobriety test/drug recognition expert program and the tablets that go with the training will help reduce the number of impaired drivers involved in fatalities.

In FY 2017 this project funded the purchase of 200 tablets and associated hardware, software and license fees to support Indiana's Drug Recognition Expert (DRE) program. This project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at Rockefeller College's Institute for Traffic Safety Management and Research in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures. FY 2019 funding is requested to purchase 50 additional tablets and associated hardware, software, license fees, and necessary accessories for additional DRE instructors and to replace damaged/aging units as necessary.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Drug impaired driving crashes and fatalities have increased. Officers who are not trained on recognizing drug impairment may not identify an impaired driver and may not be able to articulate that impairment for an arrest and prosecution. The more officers who are trained as DRE's with the supporting tablets will help reduce the number of impaired collisions and reduce the number of impaired fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy focuses on maintaining the DRE tablet program. Studies show officers who complete DRE and SFST training courses are more successful in identifying impaired drivers.

In FY 2017 this project funded the purchase of 200 tablets and associated hardware, software and license fees to support Indiana's Drug Recognition Expert (DRE) program. This project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at Rockefeller College's Institute for Traffic Safety Management and Research in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures. FY 2019 funding is requested to purchase 50 additional tablets and associated hardware, software, license fees, and necessary accessories for additional DRE instructors and to replace damaged/aging units as necessary.

\$130,000 budget.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-04-00-05	DRE Tablet Data Entry and Management System	Drug Recognition Expert (DRE) Training

5.5.2.1 Planned Activity: DRE Tablet Data Entry and Management System

Planned activity name	DRE Tablet Data Entry and Management System
Planned activity number	M6X-2019-04-00-05
Primary countermeasure strategy	Drug Recognition Expert (DRE) Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In FY 2017 this project funded the purchase of 200 tablets and associated hardware, software and license fees to support Indiana's Drug Recognition Expert (DRE) program. This project gives Indiana DREs the ability to enter their observations and assessments of persons suspected of drugged driving directly into tablet computers. The application that supports this project was developed at Rockefeller College's [Institute for Traffic Safety Management and Research](#) in New York and has been deployed in several states. The tablets use an electronic version of a face sheet, which eliminates the need for hard copies during the course of an evaluation. The system validates the data, generates PDF evaluation documents, and uploads all data, including drawings, to a database. This project will reduce the time it takes to complete roadside evaluations, assist with the prosecution of impaired driving arrests, and provide Indiana with systematic data collection for the development of appropriate countermeasures. Additionally this project provides a direct data entry to the NHTSA National Database, securing that every conducted evaluation is reported to the NHTSA Database. FY19 funding is requested to purchase 50 additional tablets and associated hardware, software, license fees, and necessary accessories for additional DRE instructors and to replace damaged/aging units as necessary. In FY18 an additional 40 DRE's we're certified, and FY19 is anticipated to double as the request for training and need for trained DRE's increases from the increase in drug impaired drivers.

Budget: \$130,000

Enter intended subrecipients.

Indiana DREs.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$130,000.00		\$32,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

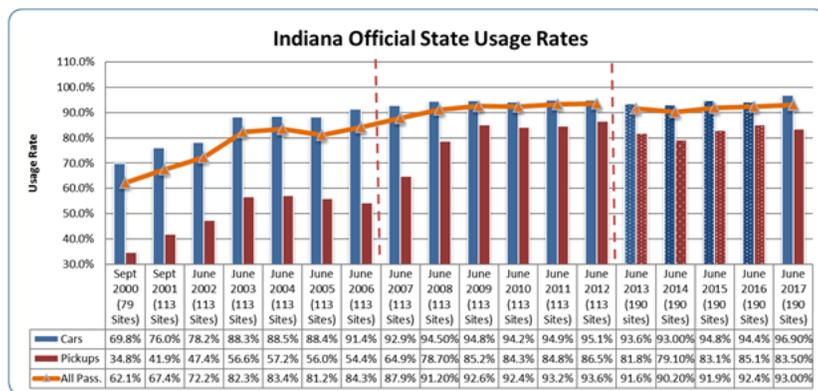
Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

The 2017 observational seat belt survey results show 93.0 percent of occupants in passenger cars wear their seat belts. Indiana's passenger vehicle seat belt usage rate increased from a low of 62.1 percent in 2000 to a high of 93.0 percent in 2017.



Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. The risk of incapacitating injury was greater for all unrestrained passengers. In 2016, approximately 51 percent of drivers killed were not properly restrained, which resulted in drivers being 5 times more likely to be killed when they were unrestrained. Approximately 43 percent of individuals killed in the front passenger seat and 55.5 percent of individuals killed in the rear seating positions were not properly restrained.

While ICJI seeks to continue increasing seat belt usage across the state, research shows that efforts should be focused on certain demographics. FARS data shows of those killed in 2016 collisions, restraint use was lowest in the 15-24 and 25-34 age groups (each 19.5%), the two age groups account for 39% of unrestrained fatalities. Seat belt usage rates for all persons involved in collisions were lower in less densely populated locales, or exurban and rural, than in urban and suburban areas. It also appears there are lower seat belt rates in southwestern counties than in other parts of the state. Please note the definitions for population locales (rural, urban, suburban, exurban) used here are taken from the U.S. Census Bureau and utilized in PPI fact sheets. Therefore, rural and urban are defined differently in these specific references than NHSTA standards. Restraint use is the lowest between 12 am and 4 am.

The year 2016 saw the highest unrestrained fatalities in the past seven years. Compared to 2014, which was the lowest year, there has been a 32.1 percent increase. The five year average for unrestrained passenger vehicle occupant fatalities is 216.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	219.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	92.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Supporting Enforcement
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Highway Safety Office Program Management OP
2019	Combined Seat Belt and Alcohol Enforcement, Nighttime

5.6.1 Countermeasure Strategy: Sustained Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Operation Belt Up (formerly RDP) has been highly effective in increasing seat belt usage rates in rural areas. Since the majority of unrestrained fatalities occur in rural areas, this enforcement is scheduled to occur shortly following the National Click It or Ticket mobilization in an effort to emphasize rural seat belt usage. Rural counties are identified using FARS and census data and given top priority to receive funding in this project. Both rural and rural/mixed counties were selected for inclusion based on rates of unrestrained individuals in collisions per 10k population in 2015. Historically, the top 30 counties with the highest rates of unbelted crashes are contacted and asked to participate. Any remaining funding could be distributed to additional counties based on unrestrained crash rates. ICJI plans to open this grant up to additional agencies due to the small number of applications received in FY18. Funds may also be provided to the Indiana State Police to cover nonparticipating counties. Subgrantees are required to conduct enforcement patrols for roadway segments and intersections provided by ICJI. Once the enforcement locations and traffic collision maps are made available to subgrantees, they are required to write a descriptive enforcement plan. Subgrantees are required to report fiscally and programmatically within 15 days of the end of the enforcement period through the Egrants system. Speed, DUI, and other projects are not eligible for these enforcement funds. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the

two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

OPO is Indiana's primary seat belt enforcement program. All OPO participating agencies must work both national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) and two statewide mobilizations. At least 12.5 percent of grant funds must be spent per mobilization, for a total of 50 percent being used for blitz enforcement. The remaining 50 percent can be used for additional enforcement periods determined by the local agencies based on local traffic data and community events.

Funding is provided to ISP to enforce all traffic safety laws. Officers conduct saturation patrols and sobriety checkpoints to combat dangerous driving, seat belt violations, and impaired driving. ISP is required to participate in all the national mobilizations as well as any other activities determined by ICJI. ISP enforcement is comprised of five separate projects:

Combined Accident Reduction Effort (CARE)

Targets peak holiday travel periods on major roadways.

Rural Demonstration Project (RDP)

Targets occupant protection violations.

Operation Pull Over (OPO)

Targets occupant protection violations, impaired and/or dangerous driving.

Statewide Driving Under the Influence Enforcement Project (DUIEP)

Targets impaired driving.

Selective Traffic Enforcement Project (STEP)

Targets all crash causation violations on all roads, except interstates.

All programs have a zero tolerance policy requiring officers to write a citation, not a warning, whenever impaired driving, passenger restraint violations, graduated driver license violations, and motorcycle violations occur. At least 40 percent of their enforcement efforts must be during nighttime enforcement hours (6:00 p.m. to 6:00 a.m.). ISP concentrates their enforcement on the areas where local law enforcement have not received other grant funds from ICJI to conduct enforcement. ISP is required to report fiscally and programmatically on a quarterly basis in the Egrants system. They are also required to report all enforcement within 15 days of the end of the period in ICJI's OPO database. Funding pays for the officers' salaries, overtime, training, mileage, equipment, and travel.

The assessment looks at more seat belt citations written with a correlation to a decrease in unrestrained crashes. Increased seat belt HVE results in more tickets, larger deterrent affect and reduced unrestrained fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

During the national mobilizations drivers are more likely to wear their seat belts as a result of increased media and enforcement. Operation Belt Up will be a year long sustained enforcement project focused solely on seat belt HVE. The sustained enforcement will result in more seat belt citations written. The sustained enforcement is also going to take place during the three month period that historically have the most unrestrained collisions. This project will likely lead to more seat belt citations and also lead to fewer unrestrained collisions.

Studies have concluded that sustained enforcement (implemented as a component of regular patrols or as special patrols) is as effective as "blitz" enforcement (short-term, high visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion. Sustained enforcement will compliment mobilization short term enforcement periods for the Indiana State Police and OPO planned activities. These sustained enforcement efforts will increase seat belt arrests and reduce traffic deaths attributed to lack of restraint use.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Studies have concluded that sustained enforcement (implemented as a component of regular patrols or as special patrols) is as effective as "blitz" enforcement (short-term, high visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion.

HVE during mobilizations has an important impact on traffic safety. Sustained HVE sends repeated messages to drivers of the risk of apprehension and the need to comply with traffic safety laws.

ISP: \$1,160,000

Operation Belt UP: \$80,000

OPO: \$2,800,000

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02-00-00	Operation Pull Over (OPO) Enforcement	Integrated Enforcement drug and alcohol
M1X-2019-03-00-00	Operation Belt Up	Sustained Enforcement
M6X-2019-10-00-08	Indiana State Police OPO	Integrated Enforcement drug and alcohol

5.6.1.1 Planned Activity: Operation Belt Up

Planned activity name	Operation Belt Up
Planned activity number	M1X-2019-03-00-00
Primary countermeasure strategy	Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Operation Belt Up will be a year long sustained enforcement project focused solely on seat belt HVE. The sustained enforcement will result in more seat belt citations written. The sustained enforcement is also going to take place during the three month period that historically have the most unrestrained collisions. This project will likely lead to more seat belt citations and also lead to fewer unrestrained collisions.

Subgrantees are required to report fiscally and programmatically within 30 days of the end of the enforcement period through the Egrants system. Speed, DUI, and other projects are not eligible for these enforcement funds. Funding is used to provide overtime to officers working enforcement and administrative hours for enforcement planning and reporting.

Assigned program manager will provide oversight and monitoring of this project. Monitoring of the project will include assurance that all activities performed are an effective use of 405B funds for appropriate enforcement activities.

Budget: \$80,000

Enter intended subrecipients.

Local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$80,000.00		\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.6.2 Countermeasure Strategy: Supporting Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. CJI will conduct four mobilization campaigns. These campaigns will include Click It or Ticket, Drive Sober or Get Pulled Over and the national Thanksgiving enforcement campaign focused on occupant protection and impaired driving. CJI will also conduct a St. Patrick's Day Dangerous Driving Campaign in March 2018. Active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LELs).

The LEL planned activity provides funds for the salaries of six regional LELs. Each LEL develops a traffic safety plan for their assigned region. The LEL regional traffic safety plans play a crucial role in fatality reduction. LELs are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state and federal guidelines. The LELs also help their assigned agencies with the coordination of media events during four overtime enforcement periods (this includes two national and two state mobilizations) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and equipment required to complete the duties as assigned. The occupant protection program manager will provide oversight and monitoring of this project.

There will be an increase in the number of departments applying for all CJI grants, specifically for occupant protection grants. The increase in departments applying will lead to an increase in traffic arrests. The planned activity is Community Traffic Safety Partners (Law Enforcement Liaisons).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There has been a decrease in seat belt citations and an increase in unrestrained fatalities. CJI does not have a performance target for seat belt arrests because there are too many variables that could affect the number. CJI does have a performance target for unrestrained fatalities. Currently CJI is projecting the targets will increase for unrestrained fatalities because fatalities overall are increasing. It does appear that there is a correlation between amount of seat belt citations and unrestrained fatalities. The more seat belt citations the fewer unrestrained fatalities. The planned activity is to fund the Law Enforcement Liaison Program. Law enforcement liaisons support potential law enforcement subgrantees by notifying them of available funding and provide guidance and direction through the grant application process. LELs assist law enforcement with notification, planning, and assisting grant projects that ICJI awards.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Law Enforcement Liaison planned activity provides support to all the law enforcement subgrantees in their respective region. The funding for the LELs provides six LELs with salaries, travel, lodging, and equipment required to complete the duties as assigned. \$495,000.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-2019-01-00-00	Community Traffic Safety Partners (Law Enforcement Liaisons)	Supporting Enforcement

5.6.2.1 Planned Activity: Community Traffic Safety Partners (Law Enforcement Liaisons)

Planned activity name	Community Traffic Safety Partners (Law Enforcement Liaisons)
Planned activity number	CP-2019-01-00-00
Primary countermeasure strategy	Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. CJI will conduct four mobilization campaigns. These campaigns will include Click It or Ticket, Drive Sober or Get Pulled Over and the national Thanksgiving enforcement campaign focused on occupant protection and impaired driving. CJI will also conduct a St. Patrick's Day Dangerous Driving Campaign in March 2019. Active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LELs).

This project provides funds for the salaries of six regional LELs. Each LEL develops a traffic safety plan for their assigned region. The LEL regional traffic safety plans play a crucial role in fatality reduction. LELs are responsible for meeting with representatives from law enforcement agencies to assist in developing, administering, and monitoring effective traffic safety programs and policies. Each year, LELs monitor their assigned law enforcement agencies' compliance with state

and federal guidelines. The LELs also help their assigned agencies with the coordination of media events during four overtime enforcement periods (this includes two national and two state mobilizations) as well as distribute media kits to promote traffic safety messaging. This project pays for salaries, travel, lodging, and equipment required to complete the duties as assigned. The occupant protection program manager will provide oversight and monitoring of this project.

Budget: \$495,000

Enter intended subrecipients.

Six law enforcement liaisons.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$495,000.00	\$123,750.00	\$495,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

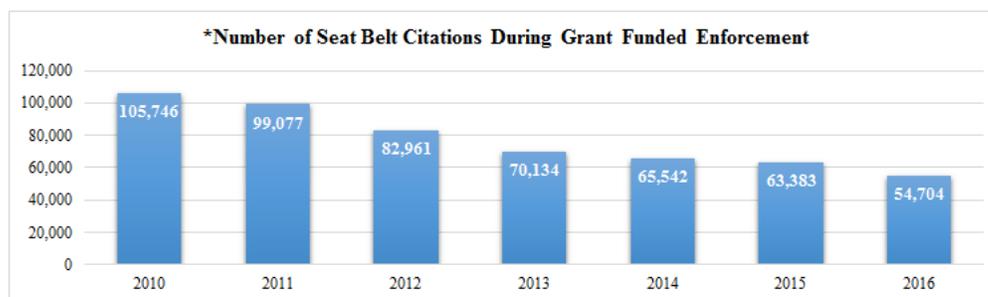
To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The focus and media advertising will notify drivers of the consequences of not wearing a seat belt, with one consequence being receiving a seat belt ticket. The paid advertising and increased enforcement will result in sustained and higher seat belt compliance and fewer unrestrained crashes. Operation Pull Over enforcement will fund local police departments to work both national mobilizations (Click it or Ticket and Drive Sober or Get Pulled Over) and two statewide mobilizations. The Indiana State Police, as part of their traffic safety grant, will also participate in the two national blitzes and two statewide mobilizations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There has been an increase in the number of unrestrained collisions in recent years. It is expected that this trend will continue to rise, because all fatalities are on the rise. There have also been fewer seat belt citations being written the Operation Pull Over addresses this issue by giving funds to police departments to pay officers for overtime hours. OPO allows officers to be focused on seat belt citations more and at times when there are more seat belt violations (between 12 am and 4 am). State Police OPO will also help raise the seat belt citations.



Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Short-term, High Visibility Seat Belt Law Enforcement is focused on visibility deterrence, media, and seat belt arrests. In FY17 there were fewer grant funded seat belt arrests. Media during national mobilizations will remind drivers to wear their seat belts. Indiana has a high rate of unrestrained fatalities and Operation Pull Over will work encourage drivers to wear their seat belts and remind them they will be arrested if they do not. The funds for OPO will go towards paying over time hours for police officers working traffic enforcement mobilizations.

The Indiana State Police will also use funds to pay state police officers overtime to work the mobilizations.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02-00-00	Operation Pull Over (OPO) Enforcement	Integrated Enforcement drug and alcohol
M6X-2019-10-00-08	Indiana State Police OPO	Integrated Enforcement drug and alcohol

5.6.4 Countermeasure Strategy: Highway Safety Office Program Management OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Highway Safety Office Program Management OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Occupant Protection Program Manager - no countermeasure strategy.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program management for the occupant protection programs is required to ensure performance targets are met, proper allocation of funding is used and countermeasures are deployed.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Program management for the occupant protection programs is required to ensure performance targets are met, proper allocation of funding is used and countermeasures are deployed.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-01-00-00	Occupant Protection Program Management	Highway Safety Office Program Management OP

5.6.4.1 Planned Activity: Occupant Protection Program Management

Planned activity name	Occupant Protection Program Management
Planned activity number	OP-2019-01-00-00
Primary countermeasure strategy	Highway Safety Office Program Management OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds for the occupant protection program manager to coordinate and oversee the occupant protection initiatives. Program manager responsibilities include monitoring sub-grantee compliance and performance, promoting education, and enforcement of occupant protection laws. Funds are used for the program manager's salary, benefits, and travel costs to conferences and trainings.

Budget: \$75,000

Enter intended subrecipients.

Occupant protection program manager.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Occupant Protection (FAST)	\$75,000.00	\$18,750.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.5 Countermeasure Strategy: Combined Seat Belt and Alcohol Enforcement, Nighttime

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Combined Seat Belt and Alcohol Enforcement, Nighttime

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

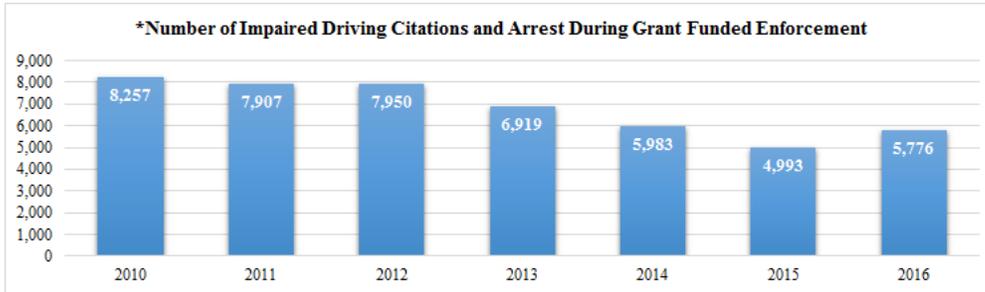
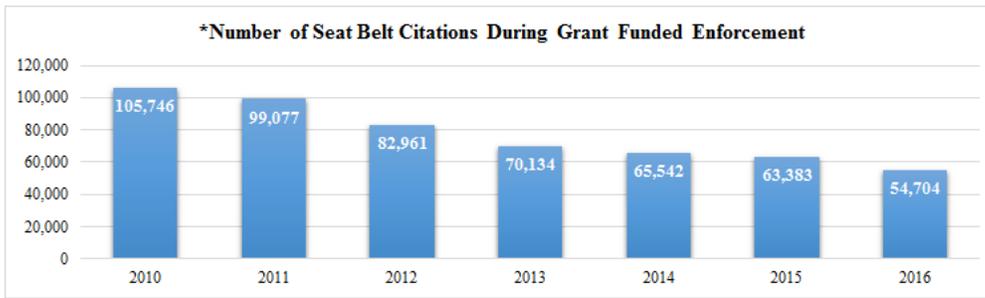
No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The two national blitzes (Click it or Ticket and Drive Sober or Get Pulled Over) will help reduce the number of unrestrained drivers and drunk driving incidents. There are also two statewide mobilizations to help reduce these incidents as well. Operation Pull Over (OPO) will focus on increase the number of seat belt and impaired driving citations.



Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Even though the observed seatbelt usage rate is increasing, unrestrained fatalities are increasing as well. ICJI anticipates that the seatbelt use rate will continue to rise, but it is also expected the number of unrestrained fatalities will increase as well. Indiana fatalities have increased, and as a result, it is anticipated unrestrained fatalities will increase as well. The combined seat belt and alcohol enforcement countermeasure will help reduce this number because there is a correlation between impaired driving and not wearing a seat belt. Also between the times of 12 am and 4 am there is an increase in unrestrained drivers and these are the times that there are more impaired drivers as well. Operation Pull Over enforcement will give funds to police departments to pay for agencies to work the mobilizations.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This strategy historically has been CJJ's largest police overtime enforcement project.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

The two national mobilizations cover both seat belt and alcohol enforcement. Click it or Ticket and Drive Sober or Get Pulled Over mobilizations result in arrests for both violations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02-00-00	Operation Pull Over (OPO) Enforcement	Integrated Enforcement drug and alcohol

5.7 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

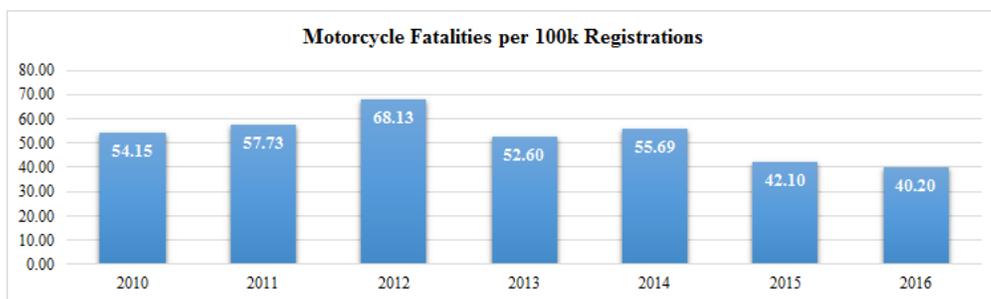
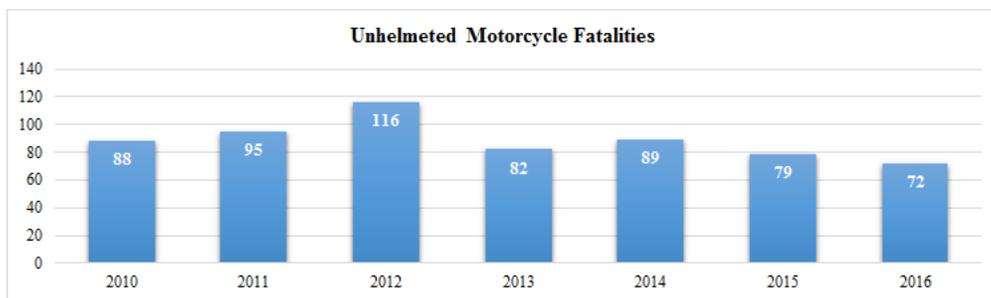
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

In 2016, there were 101 motorcycle fatalities. This is a 6.5 percent decrease from 2015. However, the number of incapacitating injuries increased, with 920 incapacitating injuries in 2016 compared to 739 in 2015. Collisions involving motorcycles predominately occurred during clear weather conditions, on straight/level roads, on local/city roads, and during daylight hours. Unhelmeted riders experienced higher fatal (4.2 percent) and incapacitating injury rates (51.5 percent) compared with those wearing helmets (2 percent and 39.4 percent, respectively). Motorcycle fatalities per 100,000 registrations decreased from 42.10 in 2015 to 40.20 in 2016. Rates have continued to significantly decrease since 2012 when the rate was at a seven-year high of 68.13. The most common age group to be involved in a motorcycle collision was 46 to 55 years old. "unsafe speed" and "improper passing" were the most common primary factors attributed to unsafe actions by the motorcyclist. There were 174 motorcycle operators involved in collisions that were tested for alcohol and 17.2 percent have so far tested positive for being impaired.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
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2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	113.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	82.0
2019	Motorcycle Fatalities Per 100k Registrations	5 Year	2019	47.6

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcyclist Licensing
2019	Highway Safety Office Program Management Motorcycle
2019	Communication Campaign
2019	Alcohol Impairment: Detection, Enforcement and Sanctions

5.7.1 Countermeasure Strategy: Motorcyclist Licensing

Program area	Motorcycle Safety
Countermeasure strategy	Motorcyclist Licensing

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Fifty percent of motorcycle rider fatalities in 2017 were unendorsed riders. In collaboration with the Indiana Bureau of Motor Vehicles (BMV), CJI will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement. The mailing will also provide a link for riders to obtain more information on motorcycle safety courses and how to obtain a motorcycle endorsement. Funding will support the printing, mailing, and digital media efforts required of the project.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, using the Aries crash system, 144 motorcycle riders were killed on Indiana roadways. This was up from 100 motorcycle riders killed in 2016. Half of these riders were unendorsed and a higher percentage were impaired compared to passenger vehicles. The performance target used will be motorcycle fatalities. 405d flex, 405d and 405f funding will be used to educate riders and conduct enforcement programs.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Fifty percent of motorcycle rider fatalities in 2017 were unendorsed riders. In collaboration with the Indiana Bureau of Motor Vehicles (BMV), CJI will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement. The mailing will also provide a link for riders to obtain more information on motorcycle safety courses and how to obtain a motorcycle endorsement. Funding will support the printing, mailing, and digital media efforts required of the project. This project uses \$20,000 of 405d flex funds to complete mailings to reach all unendorsed riders in Indiana.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-2019-00-01-01	Unendorsed Motorcycle Rider Initiative	Motorcyclist Licensing

5.7.1.1 Planned Activity: Unendorsed Motorcycle Rider Initiative

Planned activity name	Unendorsed Motorcycle Rider Initiative
Planned activity number	MC-2019-00-01-01
Primary countermeasure strategy	Motorcyclist Licensing

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In collaboration with the Indiana Bureau of Motor Vehicles (BMV), CJI will coordinate an initiative to contact every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement. The mailing will also provide a link for riders to obtain more information on motorcycle safety courses and how to obtain a motorcycle endorsement. Funding will support the printing, mailing, and digital media efforts required of the project.

Budget: \$20,000

Enter intended subrecipients.

The Indiana Bureau of Motor Vehicles will receive funding from ICJI to initiate contacts with every known unendorsed operator of a registered motorcycle in Indiana with a strategically planned message. This mailing will inform the rider of the Indiana law requiring a motorcycle endorsement and the benefits of having an endorsement.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcyclist Licensing

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405d Impaired Driving Low	405d Low Motorcycle Safety	\$20,000.00		\$5,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.2 Countermeasure Strategy: Highway Safety Office Program Management Motorcycle

Program area Motorcycle Safety

Countermeasure strategy Highway Safety Office Program Management Motorcycle

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This is to fund the program manager of motorcycle safety planned activities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This is to fund the program manager of motorcycle safety planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This is to fund the program manager of motorcycle safety planned activities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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No records found.

5.7.3 Countermeasure Strategy: Communication Campaign

Program area Motorcycle Safety

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A significant number of motorcycle rider deaths are caused by other drivers. Communication campaigns targeting these other drivers raises awareness and can reduce motorcycle rider fatalities.

The latest crash data available will inform an integrated communications campaign to educate car and truck drivers of safe-driving practices around motorcycles. Paid advertising purchases and sponsorship of events and sports teams will make up the majority of ICJI's communications budget for motorist awareness of motorcycles.

Motorcycles return to the roads each spring as temperatures rise and chances diminish for ice or snow. According to recent Crash Fact publications, injury and fatal crashes involving motorcycles increase dramatically between March and April.

Paid advertising will begin after the March Madness/St. Patrick's enforcement mobilization ends in late March and reach its peak when earned-media efforts kick off Motorcycle Safety Awareness Month in early May, before Click It or Ticket. Currently NHTSA makes "Get Up to Speed on Motorcycles" and "Share the Road" materials available for web display ads, posters and short pre-roll videos for video streaming on YouTube, Facebook and other services.

ICJI will work to complement and minimize conflict with other communications campaigns in this plan, including Distracted Driving Awareness Month in April and "Ride Sober or Get Pulled Over" as part of impaired-driving communications. Where there are schedule gaps between awareness months and high-visibility enforcement during the warm-weather riding season, ICJI will work to sustain the motorcycle awareness message through the remainder of the fiscal year.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve. Some of the most passionate ambassadors on this topic are the riders themselves. Through sponsorship of motorcycle rallies, ICJI and its vendors will work to arm riders with educational materials and talking points for use in educating their networks of family, friends and co-workers who only drive cars and trucks.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

\$50,000 is budgeted for this planned activity.

A significant number of motorcycle rider deaths are caused by other drivers. Communication campaigns targeting these other drivers raises awareness and can reduce motorcycle rider fatalities.

The latest crash data available will inform an integrated communications campaign to educate car and truck drivers of safe-driving practices around motorcycles. Paid advertising purchases and sponsorship of events and sports teams will make up the majority of ICJI's communications budget for motorist awareness of motorcycles.

Motorcycles return to the roads each spring as temperatures rise and chances diminish for ice or snow. According to recent Crash Fact publications, injury and fatal crashes involving motorcycles increase dramatically between March and April.

Paid advertising will begin after the March Madness/St. Patrick's enforcement mobilization ends in late March and reach its peak when earned-media efforts kick off Motorcycle Safety Awareness Month in early May, before Click It or Ticket. Currently NHTSA makes "Get Up to Speed on Motorcycles"

and "Share the Road" materials available for web display ads, posters and short pre-roll videos for video streaming on YouTube, Facebook and other services.

ICJI will work to complement and minimize conflict with other communications campaigns in this plan, including Distracted Driving Awareness Month in April and "Ride Sober or Get Pulled Over" as part of impaired-driving communications. Where there are schedule gaps between awareness months and high-visibility enforcement during the warm-weather riding season, ICJI will work to sustain the motorcycle awareness message through the remainder of the fiscal year.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve. Some of the most passionate ambassadors on this topic are the riders themselves. Through sponsorship of motorcycle rallies, ICJI and its vendors will work to arm riders with educational materials and talking points for use in educating their networks of family, friends and co-workers who only drive cars and trucks.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

A significant number of motorcycle rider deaths are caused by other drivers. Communication campaigns targeting these other drivers raises awareness and can reduce motorcycle rider fatalities.

The latest crash data available will inform an integrated communications campaign to educate car and truck drivers of safe-driving practices around motorcycles. Paid advertising purchases and sponsorship of events and sports teams will make up the majority of ICJI's communications budget for motorist awareness of motorcycles.

Motorcycles return to the roads each spring as temperatures rise and chances diminish for ice or snow. According to recent Crash Fact publications, injury and fatal crashes involving motorcycles increase dramatically between March and April.

Paid advertising will begin after the March Madness/St. Patrick's enforcement mobilization ends in late March and reach its peak when earned-media efforts kick off Motorcycle Safety Awareness Month in early May, before Click It or Ticket. Currently NHTSA makes "Get Up to Speed on Motorcycles" and "Share the Road" materials available for web display ads, posters and short pre-roll videos for video streaming on YouTube, Facebook and other services.

ICJI will work to complement and minimize conflict with other communications campaigns in this plan, including Distracted Driving Awareness Month in April and "Ride Sober or Get Pulled Over" as part of impaired-driving communications. Where there are schedule gaps between awareness months and high-visibility enforcement during the warm-weather riding season, ICJI will work to sustain the motorcycle awareness message through the remainder of the fiscal year.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve. Some of the most passionate ambassadors on this topic are the riders themselves. Through sponsorship of motorcycle rallies, ICJI and its vendors will work to arm riders with educational materials and talking points for use in educating their networks of family, friends and co-workers who only drive cars and trucks.

Budget: \$50,000

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-05-01-07	Motorist Awareness of Motorcycles	Communication Campaign

5.7.3.1 Planned Activity: Motorist Awareness of Motorcycles

Planned activity name	Motorist Awareness of Motorcycles
Planned activity number	PM-2019-05-01-07
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The latest crash data available will inform an integrated communications campaign to educate car and truck drivers of safe-driving practices around motorcycles. Paid advertising purchases and sponsorship of events and sports teams will make up the majority of ICJI's communications budget for motorist awareness of motorcycles.

Motorcycles return to the roads each spring as temperatures rise and chances diminish for ice or snow. According to recent Crash Fact publications, injury and fatal crashes involving motorcycles increase dramatically between March and April.

Paid advertising will begin after the March Madness/St. Patrick's enforcement mobilization ends in late March and reach its peak when earned-media efforts kick off Motorcycle Safety Awareness Month in early May, before Click It or Ticket. Currently NHTSA makes "Get Up to Speed on Motorcycles" and "Share the Road" materials available for web display ads, posters and short pre-roll videos for video streaming on YouTube, Facebook and other services.

ICJI will work to complement and minimize conflict with other communications campaigns in this plan, including Distracted Driving Awareness Month in April and "Ride Sober or Get Pulled Over" as part of impaired-driving communications. Where there are schedule gaps between awareness months and high-visibility enforcement during the warm-weather riding season, ICJI will work to sustain the motorcycle awareness message through the remainder of the fiscal year.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve. Some of the most passionate ambassadors on this topic are the riders themselves. Through sponsorship of motorcycle rallies, ICJI and its vendors will work to arm riders with educational materials and talking points for use in educating their networks of family, friends and co-workers who only drive cars and trucks.

Budget: \$50,000

Enter intended subrecipients.

This planned activity will be part of a paid advertising campaign focused on the counties with the highest county multi-vehicle motorcycle crashes.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$24,310.00	\$6,077.50	
2017	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$25,690.00	\$6,422.50	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.4 Countermeasure Strategy: Alcohol Impairment: Detection, Enforcement and Sanctions

Program area Motorcycle Safety

Countermeasure strategy Alcohol Impairment: Detection, Enforcement and Sanctions

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation,

partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Alcohol impairment detection, enforcement and sanctions will reduce the number of impaired motorcyclists. Those riders who are impaired are stopped and arrested for riding while intoxicated to deter them from doing it again. One of the planned activities is High Visibility Enforcement which is to stop and deter impaired and unendorsed motorcycle riders.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

One of the points made in the problem identification section was that of all motorcycle collisions 174 motorcyclists were given an alcohol test. Only about 17 percent have been above the legal limit, but 66.7 percent have still not had confirmed results. A high number of motorcyclists are impaired riders. The High Visibility Enforcement Motorcycle Enforcement project will address this by allow police officers to stop riders who are showing signs of being impaired and test them. This could help decrease motorcycle fatalities, because 40 motorcycle operators who were involved in fatal collisions were tested for alcohol.

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Detering intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2017 clearly indicate two areas of the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson and northwest Shelby counties. While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE motorcycle campaigns at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides. The ICJI will provide up to 5,000 motorcycle safety flip books to the agencies conducting these campaigns to hand out to riders at these events.

Budget: \$65,000

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rational for the High Visibility Enforcement Motorcycle planned activity is that 40 percent of fatal motorcycle collisions were suspected to have an impaired motorcycle operator involved.

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic,

leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2015 clearly indicate two areas of the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson and northwest Shelby counties. While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE motorcycle campaigns at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides. The ICJI will provide up to 5,000 motorcycle safety flip books to the agencies conducting these campaigns to hand out to riders at these events.

Budget: \$65,000

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M6X-2019-15-00-01	High Visibility Enforcement (HVE) Motorcycle Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions

5.7.4.1 Planned Activity: High Visibility Enforcement (HVE) Motorcycle Enforcement

Planned activity name	High Visibility Enforcement (HVE) Motorcycle Enforcement
Planned activity number	M6X-2019-15-00-01
Primary countermeasure strategy	Alcohol Impairment: Detection, Enforcement and Sanctions

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Additional examination of motorcycle fatalities involving an operator who was impaired and/or improperly licensed repeatedly shows behaviors such as excessive speed, weaving in traffic, leaving the roadway, disregarding a traffic signal, and striking a slowing, stopped or parked vehicle. Deterring intoxicated riding with high visibility law enforcement or stopping the impaired rider as a part of a HVE activity prior to a crash is a very effective countermeasure. Further, convincing riders to obtain their full motorcycle endorsement ensures at least a minimum level of knowledge and skill.

Indiana State Police (ARIES) data on impaired rider fatalities from 2004 through 2016 clearly indicate two areas of the state with the highest incidence of impaired rider fatalities. One area was located across the northern part of the state and includes Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley, and Kosciusko counties. The other area was the southeast portion of Marion county, northeast Johnson and northwest Shelby counties. While emphasizing these areas, local law enforcement agencies from across the State will be recruited to conduct HVE motorcycle campaigns at motorcycle events such as "Poker Runs," Swap Meets, Bike Nights, and various charity rides. The ICJI will provide up to 5,000 motorcycle safety flip books to the agencies conducting these campaigns to hand out to riders at these events.

Budget: \$65,000

Enter intended subrecipients.

Local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Alcohol Impairment: Detection, Enforcement and Sanctions

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Low HVE	\$65,000.00	\$16,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Occupant Protection (Child Passenger Safety)

Program area type Occupant Protection (Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

In 2016, there was a 1.5 percent increase in the number of children (ages 0 to 14 years) injured in traffic collisions from 2015. The number of child motor vehicle occupants injured in crashes increased 1.5 percent, while the number of child motor vehicle occupants killed in collisions decreased 57.1 percent (from 35 child vehicle occupant fatalities in 2015 to 15 in 2016). Among unrestrained children involved in a collision, 37 percent suffered a fatal or incapacitating injury. Children ages 13 to 14 years old had the lowest restraint usage rate (84 percent) of any child age group in collisions. Slightly less than one-half (48.7 percent) of child traffic injuries occurred in collisions between 12 PM and 5:59 PM. "Failure to yield right of way", "following too closely", and "disregarding a signal" were the top three primary factors that contributed to the most child injuries in collisions, accounting for 50.6 percent of all 2016 child traffic collisions.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Children Aged 15 and Under Killed in Traffic Collisions	5 Year	2019	27.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management Child Safety
2019	Child Restraint System Inspection Station(s)

5.8.1 Countermeasure Strategy: Highway Safety Office Program Management Child Safety

Program area	Occupant Protection (Child Passenger Safety)
Countermeasure strategy	Highway Safety Office Program Management Child Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program manager for the child safety occupant protection will help promote seat use for children. This program manager will also oversee the young driver programs as well.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The program manager will oversee the projects that promote increased seat belt use among children. The projects that the program manager oversees will hopefully lead to a reduction in unrestrained child fatalities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The number of children who are unrestrained in a traffic collision were around 50 percent of child involved in collisions. Child who are restrained are less likely to receive an injury if involved in a collision. It is necessary to fund programs that promote increased child seat belt use.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-00-00-01	Child Safety and Young Driver Program Management	Highway Safety Office Program Management Child Safety

5.8.1.1 Planned Activity: Child Safety and Young Driver Program Management

Planned activity name Child Safety and Young Driver Program Management
Planned activity number PT-2019-00-00-01
Primary countermeasure strategy Highway Safety Office Program Management Child Safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds a program manager to oversee Child Passenger Safety, Excise Police, Indiana SADD, pedestrian, pedalcyclist, and young driver programs. Salary, benefits, and travel costs will be paid for by this project.

Budget: \$75,000

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management Child Safety

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Child Restraint (FAST)	\$75,000.00	\$18,750.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.2 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The child restraint system inspection station can confirm if a child seat is installed properly, if it is safe and complies with standards, and also providing information to parents regarding what is the correct car seat for each age. There are two planned activities that focus on this strategy: Child Restraint Check-up Form and The Automotive Safety Program for Unrestrained Passengers.

ICJI provides funding to Indiana University's Automotive Safety Program (ASP). ASP utilizes grant funds to reduce the number of children (under 15 years of age) who could be seriously injured or killed in a motor vehicle crash. The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

NHTSA child safety seat technician and instructor trainings for emergency personnel and other interested individuals.

Basic awareness courses for emergency personnel and other interested individuals.

Child Passenger Safety refresher courses for technicians and instructors.

The planning and hosting of a Child Passenger Safety Conference.

Statewide outreach on properly restraining children to non-English speaking populations.

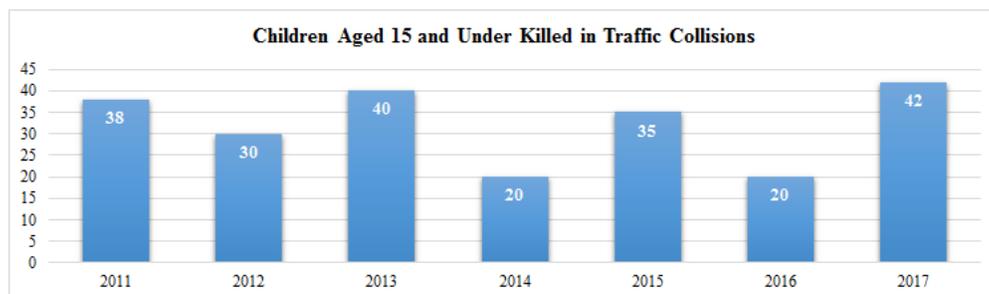
Safe Kids Indiana supports a network of coalitions and chapters across the state. These chapters and coalitions are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.

A program designed for the classroom to teach the importance of belt use for children 8-12. This program is entitled *Belt Abouts* and will be provided through the Safe Kids Indiana network.

The Child Restraint Check-up Form planned activity provides tablets for child seat technicians to conduct child seat inspections.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There were fewer child (ages 0-14) fatalities in 2016 than there were in 2015. There were also fewer unrestrained children involved in collisions. The lowering of these types of collisions could be a result of increased focus of child seats. That is why it is necessary to fund these projects because the goal is to reduce these collisions to zero and to have all children properly restrained. Children who are in the proper child restraint are less likely to be injured or killed in a collision than an unrestrained child.



Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Even though there have been fewer children killed in collisions and fewer collisions involving an unrestrained child, unrestrained children continue to be killed in traffic crashes on Indiana roadways. One effective countermeasure is to fund child seat inspection stations and provide training for child seat technicians. These technicians and sites are available to those in the community who want to know if they installed their child safety seat properly and if it is the proper seat for their child. Families that are unable to afford the proper seat may be able to receive a seat at no cost from an inspection site.

ICJI provides funding to Indiana University's Automotive Safety Program (ASP). ASP utilizes grant funds to reduce the number of children (under 15 years of age) who could be seriously injured or killed in a motor vehicle crash. The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

NHTSA child safety seat technician and instructor trainings for emergency personnel and other interested individuals.

Basic awareness courses for emergency personnel and other interested individuals.

Child Passenger Safety refresher courses for technicians and instructors.

The planning and hosting of a Child Passenger Safety Conference.

Statewide outreach on properly restraining children to non-English speaking populations.

Safe Kids Indiana supports a network of coalitions and chapters across the state. These chapters and coalitions are dedicated to addressing proper vehicle restraint for children 8-15 years of age, pedestrian safety, and bicycle safety.

A program designed for the classroom to teach the importance of belt use for children 8-12. This program is entitled *Belt Abouts* and will be provided through the Safe Kids Indiana network.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1X-2019-01-00-00	Children less than 15 years of age as unrestrained passenger vehicle occupant	Child Restraint System Inspection Station(s)
M1X-2019-03-00-01	Child Restraint Electronic Check-up Form	Child Restraint System Inspection Station(s)

5.8.2.1 Planned Activity: Children less than 15 years of age as unrestrained passenger vehicle occupant

Planned activity name	Children less than 15 years of age as unrestrained passenger vehicle occupant
Planned activity number	M1X-2019-01-00-00
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ICJI provides funding to Indiana University's Automotive Safety Program (ASP). ASP utilizes grant funds to reduce the number of children (under 15 years of age) who could be seriously injured or killed in a motor vehicle crash. The primary objective is to have each child properly restrained in a car seat, booster seat, or vehicle seat belt according to best practice. This is accomplished through:

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

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

Here are all of the counties that have at least one permanent fitting station in Indiana:

2018 Indiana Counties With At Least One Permanent Fitting Station by Population		
State	State Population	State Population Under 18*
Indiana	6,699,629	1,594,512
County	Count Population	County Population Under 18*
Allen	372,877	96,948
Bartholomew	82,040	19,608
Boone	65,875	17,589
Cass	37,994	8,967
Clark	116,973	26,787
Clinton	32,317	8,435
Daviess	33,133	9,702
Decatur	26,737	6,577
DeKalb	42,836	42,836
Delaware	115,184	21,539
Elkhart	205,032	57,204
Floyd	77,071	17,572
Gibson	33,576	7,890
Grant	66,491	13,830
Greene	32,177	7,079
Hamilton	323,747	90,002
Hancock	74,985	17,621
Harrison	39,898	9,097
Hendricks	163,685	41,903
Henry	48,476	10,035
Howard	82,363	18,779
Huntington	36,337	7,958
Jackson	43,884	10,795
Jasper	33,447	7,960
Jefferson	32,089	6,739
Johnson	153,897	38,320
Kosciusko	79,206	19,326
LaGrange	39,303	13,009
Lake	485,640	117,039
LaPorte	110,029	23,986
Lawrence	45,666	10,047

Madison	129,498	28,360
Marion	950,082	236,570
Marshall	46,498	1,671
Miami	35,845	7,814
Monroe	146,986	23,224
Montgomery	38,525	8,822
Morgan	69,713	16,034
Newton	14,130	3,038
Orange	19,426	4,449
Perry	19,081	3,969
Porter	168,404	37,891
Pulaski	12,534	2,783
Putnam	37,702	7,352
Ripley	28,442	6,741
Scott	23,870	5,347
Shelby	44,395	10,211
Spencer	20,394	4,609
St. Joseph	270,434	64,634
Starke	22,893	5,220
Tippecanoe	190,587	39,833
Tipton	15,128	3,177
Vanderburgh	181,616	39,592
Vigo	107,516	22,148
Warrick	62,530	15,195
Wayne	66,185	4,627
White	24,182	5,586
Whitley	33,756	7,831
TOTAL	5,913,317	1,441,907
Source: United States Census Bureau, State & County QuickFacts, Population Estimates as of July 1, 2015.		
Retrieved June 6, 2017 from quickfacts.census.gov/qfd/states/18000.html		
* 2015 US Census Bureau estimates which provide the most recent percent of "Persons under 18 years"		
Dark grey is Urban (>100,000), light grey is mixed rural/urban (40,000-100,000), white is rural (<40,000)		

Budget: \$767,000

Enter intended subrecipients.

Automotive Safety for Children.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$1,358.33	\$339.58	
2019	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$630,641.67	\$157,660.42	
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$35,000.00	\$8,750.00	\$35,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.2.2 Planned Activity: Child Restraint Electronic Check-up Form

Planned activity name	Child Restraint Electronic Check-up Form
Planned activity number	M1X-2019-03-00-01
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund the purchase up to 30 additional iPads for Indiana's child restraint fitting stations with cases. ICJI will also purchase cases for the remaining 15 tablets still in inventory at ICJI. In addition, this project will cover the costs associated with maintaining and developing for the Electronic Check Up Application, Electronic Check Up Website, and the TOPS website. ICJI is working to finalize the creation of an electronic check-up form application for child seat inspection stations. This electronic form provides staff at the inspection stations with the ability to enter reports into iPad tablets, eliminating the need for paper forms. This

electronic format will also allow CJI staff to run more accurate and timely reports through this newly created database. ICJI has purchased 118 iPads for this program through a grant with the Indiana Department of Health and previous funding from NHTSA. The addition of 20 iPads to the program will allow Indiana to provide at least one iPad to each of Indiana's fitting stations and additional for larger stations and for new stations to join the program.

Budget: \$45,000

Enter intended subrecipients.

Child seat inspection technicians. This activity will provide funding to purchase additional iPads and pay for associated software development and/or maintenance.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$45,000.00		\$11,250.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

In 2016, young drivers (ages 15 to 20 years old) had the second highest number of drivers killed per 100,000 licensed for males (22.4), but had the second lowest number of drivers killed per 100,000 licensed for females (4.7), compared to male and female for drivers' ages 21 to 24 years (males 27.0 and females 7.7). For any six-hour time period, the highest number of young drivers in injury collisions occurred between 12 PM and 5:59 PM (46 percent). Eleven of Indiana's 92 counties

accounted for 50.9 percent of all young drivers in injury collisions, including some of Indiana's most populated urban counties (Hamilton, Marion, Allen, Lake, and Vanderburgh) and counties that serve as the locations of large universities (St. Joseph, Tippecanoe, Monroe, and Delaware). The top two primary contributing factors in these collisions were "failure to yield right of way" (20.3 percent) and "following too closely" (22.6 percent) which accounted for about 43 percent of all young drivers involved in injury collisions.

Forty-seven young drivers were killed in collisions during 2016, a 9.6 percent decrease from 2015. The impaired driving crash rate for young drivers was 7.7 per 10,000 licensed. Although, in 2016, 80 young drivers involved in fatal collisions tested positive, only 16 young drivers were legally impaired, and only four of the 16 were killed. The SADD, SUDS, and CIS programs have all been in place for at least five years and the ICE program has been in place for four years. During that time period we have seen a decline in fatal and incapacitating collisions for young drivers. This age group also has the highest percentage of engaging in distracted driving during a collision (4.6, compared to 2.9 ages 21 to 24). Distraction is considered a contributing factor but crash statistics will not show it as the cause of the crash.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	105.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	School Programs
2019	Distracted Driving

5.9.1 Countermeasure Strategy: School Programs

Program area	Young Drivers
Countermeasure strategy	School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The traffic safety aspect of the SADD project works to educate young drivers about the dangers of making bad decisions as drivers, with a focus on impaired driving and failure to wear a seat belt. This educational effort will reduce the number of young driver crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There have been fewer young drivers involved in fatal collisions than years previously, although young drivers have the second highest number of drivers killed per 100,000 licensed of all age groups. SADD uses school programs to connect with young drivers in an educational environment of learning and also uses peer-to-peer mentors to educate students about safe driving behaviors.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Although, young drivers involved in fatal collisions is decreasing they are still the age group involved in the second highest number of drivers killed per 100,000 licenses. School programs are convenient and utilize peers to assist in the structure of the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TSP-2019-07-00-01	SADD- Teen Traffic Safety	School Programs

5.9.1.1 Planned Activity: SADD- Teen Traffic Safety

Planned activity name
SADD- Teen Traffic Safety

Planned activity number TSP-2019-07-00-01

Primary countermeasure strategy School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A primary method for Indiana to address the number of teens killed and injured in teen driving crashes is through the statewide Students Against Destructive Decisions (SADD) program. Indiana SADD receives grant funds from ICJI to support a full-time coordinator, part-time program manager, and an intern to implement statewide programs aimed at strengthening teen traffic safety programs at middle schools, high schools, and college campuses. SADD programs use peer-to-peer education and prevention strategies. Programs focus on increasing teen seat belt usage, reducing speed, and the elimination of impaired and distracted driving. Indiana SADD establishes student-led chapters in middle schools, high schools, and colleges where peer-to-peer training occurs to create local teen traffic safety advocates. Indiana SADD uses injury and fatality data to recruit additional schools each year in areas seeing the highest injuries and fatalities. Funds are also used to pay for travel and equipment costs for training and activities at more than 261 schools throughout the state. Equipment costs may include, but are not limited to, hands on teaching aids, such as the texting and driving simulator, seat belt convincer, and seat belt challenge. All equipment will be identified in the project budget. No equipment over \$5,000 will be approved without prior approval from the NHTSA regional administrator. Through these programs and hands on activities, Indiana SADD reaches teenagers all over the state. Assigned program manager will provide oversight and monitoring of this project.

Budget: \$150,000

Enter intended subrecipients.

Indiana SADD chapter.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 School Programs

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$150,000.00	\$37,500.00	\$150,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2 Countermeasure Strategy: Distracted Driving

Program area Young Drivers
Countermeasure strategy Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Distracted driving is becoming an increase topic of interest. It is known that many collisions have some factor of distraction involved. The distraction can be anything messing with the radio, being on the phone, other passengers causing the distraction, and so on. It is a vague factor that is rarely listed as a primary factor or contributing circumstance. It is even more rare to see cell phone usage as either a primary factor or contributing circumstance. Indiana only has laws that teenagers cannot be on their phone while driving a vehicle. This law is difficult to enforce. The Distracted Driving project allows police departments to create innovative projects that allow them to tackle this issue. Departments that receive funding to do a distracted driving project will help reduce the number of drivers who are distracted while driving and help create strategies that can be used by other departments to also reduce distracted driving collisions. Young drivers are the most likely of any age group to be involved in a collision that distracted driving was a contributing circumstance.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As mentioned in the problem identification data young drivers are most likely to be involved in a collision that distracted driving is a circumstance. The funds for the distracted driving project will help reduce the number of collisions that have distracted driving as a contributing circumstance. This will likely lead to fewer young drivers involved in fatal collisions since they are the age group who are most often in distracted driving collisions. The distracted driving project is not only targeting young drivers, but the law states that young drivers are not allowed to use their cellphone while driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Distracted driving is often a contributing circumstance is collisions, it is just not highly reported. Police officers cannot confiscate a cell phone unless it is part of an investigation. A minor fender bender would not justify an investigation. This is why police departments need to be able to come up with innovative methods to combat distracted driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FESX-2019-01-00-00	Distracted Driving	Distracted Driving

5.9.2.1 Planned Activity: Distracted Driving

Planned activity name	Distracted Driving
Planned activity number	FESX-2019-01-00-00
Primary countermeasure strategy	Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Indiana's texting statute can be difficult for police officers to enforce. ICJI will solicit police agencies across the state to submit proposals on new and creative ideas to educate their communities on the dangers of distracted driving and HVE as outlined in "Countermeasures That Work." The agencies will be required to document the ordinances they will enforce and demonstrate creativity in how they will address media messaging and enforcement. ICJI will look to identify creative HVE projects, such as using police spotters in higher vehicles such as buses, to facilitate observing violations.

Budget: \$100,000

Enter intended subrecipients.

Local law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement
2019	Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$100,000.00	\$25,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.10 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

In 2016, there were 2,716 pedestrians and bicyclists involved in traffic collisions. Combined, these groups saw a decrease (5.1 percent) in the number of persons involved in collisions, and made up almost 13% of all fatalities. With the continual increase in the number of bicyclists and bicycle-friendly areas across the state, bicyclists were involved in 3.9 percent less collisions in 2016 compared with 2015. Pedalcyclists made up 2.3 percent of all fatalities in 2016. In 2016, every four in 1,000 collisions involved a pedalcyclist. Pedestrians made up 10.3 percent of all fatalities of 2016. Every eight in 1,000 collisions involved a pedestrian. Pedestrians and pedalcyclists aged 15 to 24 involved in collisions had the highest involvement rates of the age groups. Pedestrians and pedalcyclists were also most likely to be involved in collisions during the hours of 3 pm and 6 pm and on weekdays. Failure to yield and pedestrian action currently is the causation factor in over 27% of crashes for both pedalcyclists and pedestrians.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	84.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	14.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	education programs and highly visible and publicized enforcement campaigns

5.10.1 Countermeasure Strategy: education programs and highly visible and publicized enforcement campaigns

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy education programs and highly visible and publicized enforcement campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when

applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In FY19, ICJI will continue forward with the enforcement and education programs to address the non-motorist population. Issues regarding pedestrians and cyclists are diverse and impact communities differently. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Using "Countermeasures That Work", these programs could include bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY18, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian

and bicycle fatalities. ICJI feels continued funding would help reduce these numbers further. In FY19, ICJI will consider proposals from communities throughout the state to assist in addressing the outcome of their action plan. Assigned program manager will provide oversight and monitoring of this project.

Ped Bike enforcement and education programs reduce ped bike crashes and fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Although in this past FY there have been fewer pedestrian fatalities, there has been an increase in cyclist fatalities. In addition, for every 1,000 collisions there was an increase in the number that involved a cyclist or pedestrian. The Ped Bike project will work to decrease the number of these fatalities and decrease the number of ped bike collisions. Target will be to reduce ped bike deaths.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Although in this past FY there have been fewer pedestrian fatalities, there has been an increase in cyclist fatalities. In addition, for every 1,000 collisions there was an increase in the number that involved a cyclist or pedestrian. The Ped Bike project will work to decrease the number of these fatalities and decrease the number of ped bike crashes.

In FY19, ICJI will continue forward with the enforcement and education programs to address the non-motorist population. Issues regarding pedestrians and cyclists are diverse and impact communities differently. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Using "Countermeasures That Work", these programs could include bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY18, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. ICJI feels continued funding would help reduce these numbers further. In FY19, ICJI will consider proposals from communities throughout the state to assist in addressing the outcome of their action plan. Assigned program manager will provide oversight and monitoring of this project.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-2019-02-00-10	Pedestrian and Pedalcyclist Fatalities	education programs and highly visible and publicized enforcement campaigns

5.10.1.1 Planned Activity: Pedestrian and Pedalcyclist Fatalities

Planned activity name	Pedestrian and Pedalcyclist Fatalities
Planned activity number	PS-2019-02-00-10
Primary countermeasure strategy	education programs and highly visible and publicized enforcement campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In FY 2019 ICJI will continue forward with the enforcement and education programs to address the non-motorist population. Issues regarding pedestrians and cyclists are diverse and impact communities differently. A competitive funding announcement will allow communities in Indiana to provide data driven problem identifications and solutions for their unique circumstances. Using "Countermeasures That Work", these programs could include bicycle education programs, such as bicycle rodeos, and highly visible and publicized pedestrian enforcement campaigns. All applications must contain an evaluation component that the community and ICJI will use to determine the effectiveness of the programs.

In FY 2018, ICJI awarded limited funding to agencies demonstrating a need for pedestrian and/or bicycle programs aimed at reducing injuries and fatalities. These projects combine education and enforcement. Communities in which these activities are being held are gaining education and seeing a slight reduction in pedestrian and bicycle fatalities. ICJI feels continued funding would help reduce these numbers further. In FY 2019, ICJI will consider proposals from communities throughout the state to assist in addressing the outcome of their action plan. Assigned program manager will provide oversight and monitoring of this project.

Enter intended subrecipients.

Ped bike subgrantees.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	education programs and highly visible and publicized enforcement campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$150,000.00	\$37,500.00	\$150,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.11 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

The relationship between speed limits, travel speeds, and speed differential are the defining components of speed management as a highway safety issue. Speed increases crash severity; however, crash probability resulting from speed and speed differential is not clearly defined. Speed is one of the top primary causation factors of crashes in Indiana. Purchasing moving radar units equips CJI law enforcement subgrantees with the equipment they need to engage in speed enforcement as part of their OPO grants. The target is to reduce speeding related fatalities.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	215.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement Speed

5.11.1 Countermeasure Strategy: Sustained Enforcement Speed

Program area	Speed Management
Countermeasure strategy	Sustained Enforcement Speed

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Sustained HVE speed enforcement reduces speed related fatalities.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions.

This Planned Activity will purchase approximately 1,000 moving radar units to provide to OPO law enforcement agencies in support of their speed enforcement efforts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Speed is one of the top contributing factors in fatal crashes in Indiana. Sustained speed enforcement reduces speeding and the resulting speed related fatal crashes.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions.

The Planned Activity to purchase approximately 1,000 moving radar units to provide to OPO law enforcement agencies will support local law enforcement speed enforcement efforts. \$1,500,000.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The planned activity to purchase approximately 1,000 moving radar units to provide to OPO law enforcement agencies will support local law enforcement speed enforcement efforts in their sustained speed enforcement. Significant 405d flex funding will be dedicated to this countermeasure and planned activity. \$1,500,000.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FDL* SE-2019-02-05-18	Moving Radar	Sustained Enforcement Speed

5.11.1.1 Planned Activity: Moving Radar

Planned activity name	Moving Radar
Planned activity number	FDL* SE-2019-02-05-18
Primary countermeasure strategy	Sustained Enforcement Speed

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions.

This Planned Activity will purchase approximately 1,000 moving radar units to provide to OPO law enforcement agencies in support of their speed enforcement efforts.

Budget: \$1,500,000

Enter intended subrecipients.

OPO local law enforcement subgrantees.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sustained Enforcement Speed

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Speed Management	\$1,500,000.00	\$375,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.12 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Analyses of crash and traffic-related data and the resulting trends aid in determining where problems exist and what program areas will be addressed. Using data sources and partners, each program area details the identified problems. Funding priority will be given to programs that have the greatest impact on reducing traffic-related injuries and fatalities. The problem identification process includes the utilization of the observational seat belt usage surveys, data from the various partners discussed below, and the analysis of who, what, where, when, and why for each type of crash.

ICJI will continue its effective efforts in targeting audiences to communicate messaging for occupant protection; motorcycle safety and awareness; child passenger safety; young drivers; impaired driving; dangerous driving; and bicyclist and pedestrian safety.

In addition to supplementing national messages, ICJI will place special emphasis on earned media. ICJI works with local law enforcement and non-profit agencies to localize messages. Experience has shown local media are much more receptive to speaking with representatives in their local community, than simply publishing a media release from the state agency.

ICJI will continue to use digital media messaging to reach audiences ages 35 and younger. Studies have shown this demographic does not consume traditional media and relies instead on their mobile devices to receive information. ICJI will also continue using some traditional media, primarily radio but, since driving habits are developed at a young age, it's important to place a heavier emphasis on digital and social media channels.

ICJI will strengthen its partnerships with key organizations to meet message objectives. This includes the Automotive Safety Partnership, Miracle Ride for Riley Hospital, ABATE and other groups that can assist in getting messages to targeted audiences. Additionally, when appropriate, ICJI will hold media events with our partners, to further expand messaging

Objectives

Reduce the number of traffic collisions, injuries, and fatalities that result from impaired driving and motorcycle riding, speeding, improper restraint use, and distracted and aggressive driving – by utilizing highly targeted digital media, social media, radio, and earned media;

Raise awareness of national traffic safety campaigns through statewide paid media (primarily digital, social and radio), in conjunction with localized earned media. These efforts will publicize statewide HVE efforts;

Build and sustain partnerships with key individuals and organizations to maintain awareness, between statewide advertising campaigns, which deliver large target audiences during non-enforcement periods;

Plan and execute a series of communication activities which effectively convey the dangers and consequences of impaired, dangerous, and distracted driving behaviors, in addition to increasing seat belt usage. Paid and earned media exposure will successfully heighten awareness and increase positive behavioral change;

Maintain an integrated calendar of paid and earned media events.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	219.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	185.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	113.0
2019	Children Aged 15 and Under Killed in Traffic Collisions	5 Year	2019	27.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.12.1 Countermeasure Strategy: Communication Campaign

Program area Communications (Media)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

During FY19, ICJI's strategic communications efforts separate from impaired driving will have a priority focus on increasing the visibility of traffic planned activities. Listed below for reference is a summary of enforcement mobilizations detailed elsewhere within this plan.

Safe Family Travel Operation Pull Over (OPO) Blitz 96 – November and December 2018

March Madness and St. Patrick's Day OPO Blitz 97 – March 2019

Distracted Driving – April 2019
Click It or Ticket OPO Blitz 98 - May 2019

Miracle Ride for Riley (Sponsorship) - June 2019
Operation Belt Up – Three months to be scheduled during FY 2019

In addition, there are certain traffic-safety laws that are visibly enforced in Indiana and have advertising generally available, but are not part of defined enforcement mobilizations. Listed below are a few examples with the associated national, regional or state campaign names.

Speed Prevention: "Obey the Sign or Pay the Fine" and "Stop Speeding Before it Stops You"
Winter Driving Safety: "Ice and Snow, Take It Slow"
First Responder Safety: "Move Over, It's the Law"
Work Zone Safety: "Slow Down. Save a Life. We're All in This Together."

Finally, listed below are annual safety awareness campaigns that – rather than enforcement – are tied more to crash data and ICJI programs detailed elsewhere within this plan.

Child Passenger Safety Week – September 2019
Motorcycle Safety Awareness Month – May 2019

Increasing the visibility of these campaigns will be accomplished through a variety of integrated communications tactics. A small amount of funding is anticipated to support and partner with subgrantees, nonprofits, government agencies and police departments on earned news media coverage.

The latest crash data available, enforcement mobilizations and enforcement locations – if applicable – will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and sponsorships will make up the majority of ICJI's the general traffic-safety communications budget for FY19.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve.

ICJI anticipates working through the State of Indiana advertising agency on a year-long campaign for general traffic safety to secure the best possible ad inventory. The mix of advertising mediums will be selected based on target demographics, budget and creative available.

Miracle Ride for Riley Hospital is an event that draws 7,000+ motorcyclists from across the state. The event targets males ages 18 to 24 and 40 to 55, who are motorcyclists. A title sponsor, the "Get Legal. Get Licensed", "Ride Sober or Get Pulled Over", and "Be Aware, Motorcycles are Everywhere" messages are prominent. The "Get Legal. Get Licensed" is on participant t-shirts, PSAs played at the venue, and with the motorcycle that is given away as the top prize at the three-day event. There are many motorcyclists who did not have the proper license. State funds will be utilized if prizes and t-shirts are not donated.

Advertising flights will begin before the enforcement mobilizations and annual awareness campaigns listed above while minimizing overlap and conflict with the separate, year-long advertising plan for impaired driving. ICJI will work to fill any remaining gaps with the traffic-safety laws mentioned above that are visibly enforced and have advertising creative available.

ICJI's strategic communications efforts around impaired driving during FY19 will have a priority focus on locations where and time periods when enforcement mobilizations are planned. Listed below for reference is a summary of impaired-driving enforcement mobilizations detailed elsewhere within this plan.

Impaired Driving Task Force – Year round
Excise police – Teen traffic safety – Year round
Safe Family Travel Operation Pull Over (OPO) Blitz 96 – November and December 2018
March Madness and St. Patrick's Day OPO Blitz 97 – March 2019
Motorcycle High-Visibility Enforcement – May 2019
Summer Impaired Driving Enforcement Project – May through September 2019
Drive Sober or Get Pulled Over OPO Blitz 99 – August and September 2019

Increasing the visibility of these enforcement efforts will be accomplished through a variety of integrated communications tactics. A small amount of funding is anticipated to support and partner with state and local law-enforcement agencies on earned news media coverage.

The latest crash data available, in addition to enforcement mobilization times and jurisdictions involved, will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and sponsorships will make up the majority of ICJI's impaired-driving communications budget for FY19.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve.

ICJI anticipates working through the State of Indiana advertising agency on a year-long campaign for impaired-driving to secure the best possible ad inventory. The mix of advertising mediums will be selected based on target demographics, budget and national creative made available by NHTSA.

Advertising flights will begin before the impaired-driving enforcement mobilizations listed in this plan while minimizing overlap and conflict with the separate, year-long advertising campaign for all other traffic-safety initiatives. Where there are gaps in enforcement-oriented ad flights, ICJI will work to sustain the impaired-driving message at a reduced level through "social norming" awareness. Times of the year when NHTSA makes national creative available for such campaigns include around the Super Bowl in early February, the July 4th summer travel holiday, Halloween in late October and the Holidays in late December.

Finally, ICJI will support Indiana Governor Holcomb's efforts to fight the nation's drug epidemic through increasing awareness of drug-impaired driving enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The allocation of funds will be \$750,000. Performance targets will be of number of unrestrained fatalities, impaired driver fatalities, motorcyclist fatalities, and children under 15 fatalities. The media engagement will educate and create awareness with drivers regarding traffic safety behaviors with the goal of reducing fatalities on Indiana Roadways. All paid advertising will be in support of ICJI enforcement planned activities and mobilizations.

During FY19, ICJI's strategic communications efforts separate from impaired driving will have a priority focus on increasing the visibility of traffic planned activities. Listed below for reference is a summary of enforcement mobilizations detailed elsewhere within this plan.

Safe Family Travel Operation Pull Over (OPO) Blitz 96 – November and December 2018
 March Madness and St. Patrick's Day OPO Blitz 97 – March 2019
 Distracted Driving – April 2019
 Click It or Ticket OPO Blitz 98 – May 2019

Miracle Ride for Riley (Sponsorship) - June 2019
 Operation Belt Up – Three months to be scheduled during FY 2019

In addition, there are certain traffic-safety laws that are visibly enforced in Indiana and have advertising generally available, but are not part of defined enforcement mobilizations. Listed below are a few examples with the associated national, regional or state campaign names.

Speed Prevention: "Obey the Sign or Pay the Fine" and "Stop Speeding Before it Stops You"
 Winter Driving Safety: "Ice and Snow, Take It Slow"
 First Responder Safety: "Move Over, It's the Law"
 Work Zone Safety: "Slow Down. Save a Life. We're All in This Together."

Finally, listed below are annual safety awareness campaigns that – rather than enforcement – are tied more to crash data and ICJI programs detailed elsewhere within this plan.

Child Passenger Safety Week – September 2019
 Motorcycle Safety Awareness Month – May 2019

Increasing the visibility of these campaigns will be accomplished through a variety of integrated communications tactics. A small amount of funding is anticipated to support and partner with subgrantees, nonprofits, government agencies and police departments on earned news media coverage.

The latest crash data available, enforcement mobilizations and enforcement locations – if applicable – will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and sponsorships will make up the majority of ICJI's the general traffic-safety communications budget for FY19.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve.

ICJI anticipates working through the State of Indiana advertising agency on a year-long campaign for general traffic safety to secure the best possible ad inventory. The mix of advertising mediums will be selected based on target demographics, budget and creative available.

Miracle Ride for Riley Hospital is an event that draws 7,000+ motorcyclists from across the state. The event targets males ages 18 to 24 and 40 to 55, who are motorcyclists. A title sponsor, the "Get Legal. Get Licensed", "Ride Sober or Get Pulled Over", and "Be Aware, Motorcycles are Everywhere" messages are prominent. The "Get Legal. Get Licensed" is on participant t-shirts, PSAs played at the venue, and with the motorcycle that is given away as the top prize at the three-day event. There are many motorcyclists who did not have the proper license. State funds will be utilized if prizes and t-shirts are not donated.

Advertising flights will begin before the enforcement mobilizations and annual awareness campaigns listed above while minimizing overlap and conflict with the separate, year-long advertising plan for impaired driving. ICJI will work to fill any remaining gaps with the traffic-safety laws mentioned above that are visibly enforced and have advertising creative available.

ICJI's strategic communications efforts around impaired driving during FY19 will have a priority focus on locations where and time periods when enforcement mobilizations are planned. Listed below for reference is a summary of impaired-driving enforcement mobilizations detailed elsewhere within this plan.

Impaired Driving Task Force – Year round
 Excise police – Teen traffic safety – Year round
 Safe Family Travel Operation Pull Over (OPO) Blitz 96 – November and December 2018
 March Madness and St. Patrick's Day OPO Blitz 97 – March 2019
 Motorcycle High-Visibility Enforcement – May 2019
 Summer Impaired Driving Enforcement Project – May through September 2019
 Drive Sober or Get Pulled Over OPO Blitz 99 – August and September 2019

Increasing the visibility of these enforcement efforts will be accomplished through a variety of integrated communications tactics. A small amount of funding is anticipated to support and partner with state and local law-enforcement agencies on earned news media coverage.

The latest crash data available, in addition to enforcement mobilization times and jurisdictions involved, will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and sponsorships will make up the majority of ICJI's impaired-driving communications budget for FY19.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve.

ICJI anticipates working through the State of Indiana advertising agency on a year-long campaign for impaired-driving to secure the best possible ad inventory. The mix of advertising mediums will be selected based on target demographics, budget and national creative made available by NHTSA.

Advertising flights will begin before the impaired-driving enforcement mobilizations listed in this plan while minimizing overlap and conflict with the separate, year-long advertising campaign for all other traffic-safety initiatives. Where there are gaps in enforcement-oriented ad flights, ICJI will work to sustain the impaired-driving message at a reduced level through "social norming" awareness. Times of the year when NHTSA makes national creative available for such campaigns include around the Super Bowl in early February, the July 4th summer travel holiday, Halloween in late October and the Holidays in late December.

Finally, ICJI will support Indiana Governor Holcomb's efforts to fight the nation's drug epidemic through increasing awareness of drug-impaired driving enforcement.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HVE requires media engagement to educate and inform drivers. Paid advertising for mobilizations and other enforcement campaigns reminds drivers of the importance of traffic safety and their responsibilities as drivers.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FDLPEM-2019-07-03-12	Paid Advertising Impaired Driving	Communication Campaign
FDL*PM-05-05-05	Paid Advertising General Traffic Safety	Communication Campaign

5.12.1.1 Planned Activity: Paid Advertising Impaired Driving

Planned activity name	Paid Advertising Impaired Driving
Planned activity number	FDLPEM-2019-07-03-12
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

ICJI's strategic communications efforts around impaired driving during FY 2019 will have a priority focus on locations where and time periods when enforcement mobilizations are planned. Listed below for reference is a summary of impaired-driving enforcement mobilizations detailed elsewhere within this plan.

Impaired Driving Task Force – Year round
 Excise police – Teen traffic safety – Year round
 Safe Family Travel Operation Pull Over (OPO) Blitz 96 – November and December 2018
 March Madness and St. Patrick's Day OPO Blitz 97 – March 2019

Motorcycle High-Visibility Enforcement – May 2019
 Summer Impaired Driving Enforcement Project – May through September 2019
 Drive Sober or Get Pulled Over OPO Blitz 99 – August and September 2019

Increasing the visibility of these enforcement efforts will be accomplished through a variety of integrated communications tactics. A small amount of funding is anticipated to support and partner with state and local law-enforcement agencies on earned news media coverage.

The latest crash data available, in addition to enforcement mobilization times and jurisdictions involved, will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and sponsorships will make up the majority of ICJI's impaired-driving communications budget for FY 2019.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve.

ICJI anticipates working through the State of Indiana advertising agency on a year-long campaign for impaired-driving to secure the best possible ad inventory. The mix of advertising mediums will be selected based on target demographics, budget and national creative made available by NHTSA.

Advertising flights will begin before the impaired-driving enforcement mobilizations listed in this plan while minimizing overlap and conflict with the separate, year-long advertising campaign for all other traffic-safety initiatives. Where there are gaps in enforcement-oriented ad flights, ICJI will work to sustain the impaired-driving message at a reduced level through "social norming" awareness. Times of the year when NHTSA makes national creative available for such campaigns include around the Super Bowl in early February, the July 4th summer travel holiday, Halloween in late October and the Holidays in late December.

Finally, ICJI will support President Trump's and Indiana Governor Holcomb's efforts to fight the nation's drug epidemic through increasing awareness of drug-impaired driving enforcement.

Budget: \$755,000

Enter intended subrecipients.

- State Advertising Agency
- Sports Marketing Vendors
- Event Marketing Vendors

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Low Paid Advertising	\$755,000.00		\$188,750.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.12.1.2 Planned Activity: Paid Advertising General Traffic Safety

Planned activity name
Paid Advertising General Traffic Safety

Planned activity number FDL*PM-05-05-05

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

During FY 2019, ICJI's strategic communications efforts separate from impaired driving will have a priority focus on increasing the visibility of traffic enforcement. Listed below for reference is a summary of enforcement mobilizations detailed elsewhere within this plan.

Safe Family Travel Operation Pull Over (OPO) Blitz 96 – November and December 2018
 March Madness and St. Patrick's Day OPO Blitz 97 – March 2019
 Distracted Driving – April 2019
 Click It or Ticket OPO Blitz 98 – May 2019
 Operation Belt Up – Three months to be scheduled during FY 2019

In addition, there are certain traffic-safety laws that are visibly enforced in Indiana and have advertising creative generally available, but are not part of defined enforcement mobilizations. Listed below are a few examples with the associated national, regional or state campaign names.

Speed Prevention: "Obey the Sign or Pay the Fine" and "Stop Speeding Before it Stops You"
 Winter Driving Safety: "Ice and Snow, Take It Slow"
 First Responder Safety: "Move Over, It's the Law"
 Work Zone Safety: "Slow Down. Save a Life. We're All in This Together."

Child Passenger Safety Week in September 2019 is an annual awareness campaign that responds to national crash data and ICJI programs detailed elsewhere within this plan.

Increasing the visibility of these campaigns will be accomplished through a variety of integrated communications tactics. A small amount of funding is anticipated to support and partner with subgrantees, nonprofits, government agencies and police departments on earned news media coverage.

The latest crash data available, enforcement mobilizations and enforcement locations – if applicable – will inform paid advertising purchases and sponsorships of events and sports teams. Advertising and sponsorships will make up the majority of ICJI's the general traffic-safety communications budget for FY 2019.

Sports and event marketing opportunities will be evaluated based on timing, anticipated attendance, target demographics and geographic areas they serve.

ICJI anticipates working through the State of Indiana advertising agency on a year-long campaign for general traffic safety to secure the best possible ad inventory. The mix of advertising mediums will be selected based on target demographics, budget and creative available.

Advertising flights will begin before the enforcement mobilizations and annual awareness campaigns listed above while minimizing overlap and conflict with the separate, year-long advertising plan for impaired driving. ICJI will work to fill any remaining gaps with the traffic-safety laws mentioned above that are visibly enforced and have advertising creative available.

Budget: \$750,000

Enter intended subrecipients.

State Advertising Agency

Sports Marketing Vendors

Event Marketing Vendors

Miracle Ride

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Paid Advertising (FAST)	\$250,000.00	\$62,500.00	\$0.00
2018		FAST Act 405d Impaired Driving Low	405d Low Paid Advertising	\$500,000.00	\$125,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.13 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety director and staff as well as a research associate. The ICJI executive director, deputy director, and legal staff will also bill hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-2019-01-00-00	Planning and Administration	
PT-2019-05-00-00	Statewide Training	

5.13.1 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	PA-2019-01-00-00
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety director and staff as well as a research associate. The ICJI executive director, deputy director, communications director and legal staff will also bill hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

Budget: \$470,000

Enter intended subrecipients.

ICJI staff who work in support of the HSP.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$470,000.00	\$470,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.13.2 Planned Activity: Statewide Training

Planned activity name Statewide Training

Planned activity number PT-2019-05-00-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides for an annual statewide training for all subgrantees and potential subgrantees. Trainings are provided in five separate regions of the state to allow for maximum attendance. Topics covered include grant management and fraud prevention, legal and/or legislative updates, available funding and training opportunities, and best practice presentations. The Traffic Safety Division Director will provide oversight and monitoring of this project.

Budget: \$7,000

Enter intended subrecipients.

ICJI staff who provide annual subgrantee training.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$7,000.00	\$1,750.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02-00-00	Operation Pull Over (OPO) Enforcement	Integrated Enforcement drug and alcohol
M1X-2019-03-00-00	Operation Belt Up	Sustained Enforcement
M6X-2019-10-00-08	Indiana State Police OPO	Integrated Enforcement drug and alcohol
M6X-2019-14-00-05	Summer Impaired Driving Enforcement Project	Impaired Driving Task Force
M6X-2019-15-00-09	Impaired Driving Enforcement (Impaired Driving Task Force Indiana)	Impaired Driving Task Force
PT-2019-00-00-00	Indiana State Police Impaired Driving	High Visibility Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

ICJI and INDOT also agreed to three identical common performance targets in their HSP and HSIP. These common performance targets are:

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

Target Setting Methodology

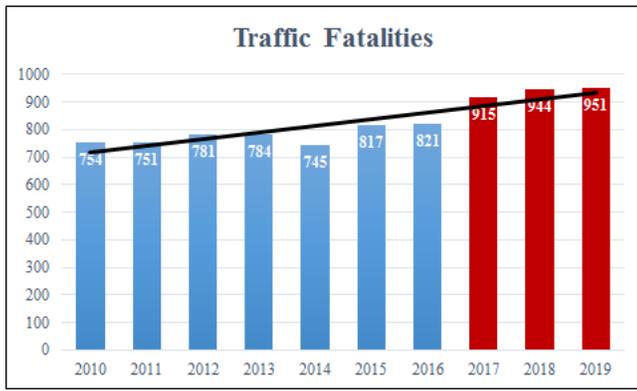
Fatality/Injury Count

Baseline projections are calculated using fatality and “suspected serious” injury counts (or estimations) and applying an equation to generate predictive values for 2017-2029. This was accomplished by the software built into Microsoft Excel for applying a logarithmic trend line with a forward forecast of three years. The equation is of the form $[y = (A \cdot \ln(x) + B)]$ and for 2017 and 2019 targets the equation is of the form $[y = (A \cdot .928) \cdot \ln(x) + B]$. The .928 is included for the 2018 and 2019 equation because Indiana is predicted to have a decrease in unemployment, which correlates with an increase of drivers. The predicted annual Vehicle Miles Traveled (VMT) growth rate for each of the next five years is estimated to be 1.20% from the last INDOT estimated VMT for 2017.

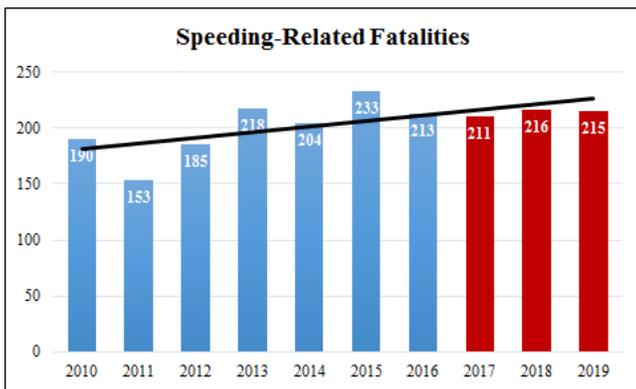
After identifying FY 2019 performance measures, ICJI determined FY 2019 short-term (one year) and long-term (three year) goals utilizing data from the last seven years (2010-2016). Projections for each year 2017 through 2019 were calculated based on a five-year rolling average for all categories except traffic fatalities, incapacitating injuries, and fatalities per 100 million vehicle miles traveled. The 2016 figures, and the most recent five-year mean (2012-2016) arrive at the most suitable and uniform approach for all measures.

Outcome Measure	Annual Figures							5 Year Average	Targets			
	2010	2011	2012	2013	2014	2015	2016	2012-2016	2016^	2017	2018	2019
C-1 Traffic Fatalities	754	751	781	784	745	817	821	789.6	726	915	944	951

Equation= $(A \cdot .928) \cdot \ln(x) + B$

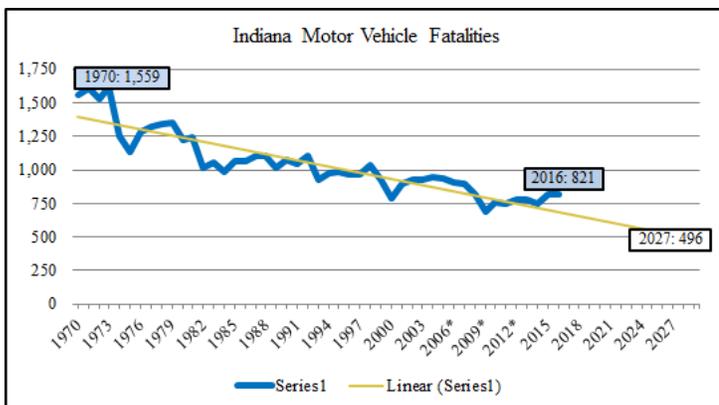


Outcome Measure	Annual Figures							5 Year Average	Targets			
	2010	2011	2012	2013	2014	2015	2016	2012-2016	2016^	2017	2018	2019
C-6 <i>Speeding-Related Fatalities</i>	190	153	185	218	204	233	213	210.6	174	211	216	215
	2017 Target		2018 Target			2019 Target						
Targets= (185+218+204+233+213)/5= 211, (218+204+233+213+211)/5= 216, (204+233+213+211+216)/5= 215												



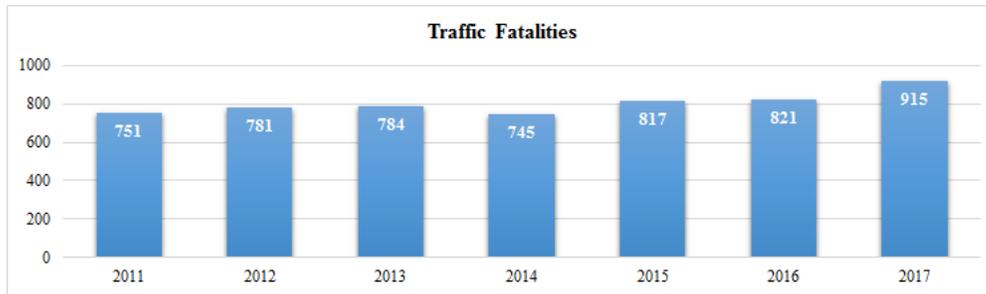
Fatalities

In 2007, the American Association of State Highway Transportation Officials (AASHTO) established the goal of reducing the national number of traffic fatalities by 50 percent over the next 20 years by seeking an annual reduction of 20 deaths per year. To fulfill Indiana’s portion of the national goal, the reduction rate of approximately 20 fewer traffic fatalities each year must continue during this 20-year period. Indiana has adopted this goal to reduce the number of traffic fatalities to 496 by 2027 (see Figure 10).



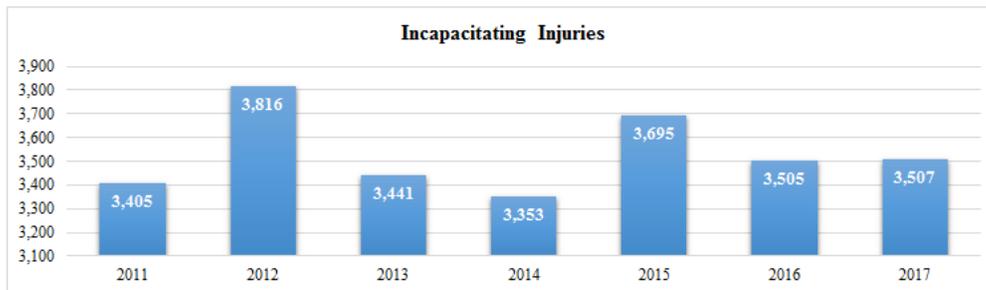
Traffic fatalities had been on a general upward trend from 2009 through 2015, but there was a drop between 2013 and 2014. During this time, annual fatalities ranged from a high of 915 in 2017 to a low of 751 in 2011. There was an increase from 2016 to 2017 (11 percent). The five-year mean for fatalities is 816. Fatalities per 100 million vehicle miles traveled (MVMT) for urban areas has increased by 35 percent since 2012, while rural areas have increased 14.5 percent over the same time. Males accounted for 72 percent of all crash fatalities. Persons aged 16-25 accounted for the 21.7 percent of all traffic fatalities, the largest portion of any 10 year age range. “Failure to yield”, “Left of center”, and “Ran off road” as the primary collision factor accounted for 55 percent of all fatal collisions. The 18 Indiana counties

with the highest number of traffic fatalities accounted for 47.5 percent of all traffic fatalities in the state. Lastly, the largest portion (30.4 percent) of fatal collisions occurred between 12:00 pm and 5:59 pm.



Incapacitating Injuries

There has been a three percent increase in incapacitating injuries since 2011. The five-year mean (2012 to 2016) is 3,562. Thus the overall trend for incapacitating injuries is upward. During this time, annual incapacitating injuries ranged from a low of 3,353 during 2014 to a high of 3,816 during 2012.



Enter explanation of the deployment of resources based on the analysis performed.

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to target their high-visibility enforcement efforts on areas with high numbers of fatal and serious-injury crashes identified in Aries. Additionally, ICJI uses the NHTSA publication as a guide for developing evidenced-based enforcement strategies. The HSP narrative outlines Indiana's approach to addressing key problem enforcement areas and guides local jurisdictions to examine local data, or use the Aries crash system, to develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as impaired driving, failure to wear seatbelts, speeding. Additional strategies include enforcement during specific times of day when more crashes occur; nighttime impaired driving checkpoints, enforcement of high risk occupant protection populations, such as at night with additional focus on occupant protection of pickup truck occupants, and high-visibility enforcement, including participation in national seat belt and impaired driving mobilizations. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources, and success of enforcement efforts increases.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

Prior to awarding any grant funds in FY 2019 to subgrantees, a thorough review will be conducted by ICJI of current data resources and reports. This review will occur between the submission date of the FY 2018 HSP and the awarding of funds. ICJI staff will receive the most recent and up-to-date data, reports, and analysis during this time. This data will be used for problem identification and then followed with the appropriate selection of countermeasures that work.

The six LELs play an important role in evidence based enforcement. LELs monitor all TSD police department subgrantees with site visits and continuous monitoring. This 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 are high risk or fail to properly deploy evidence based enforcement receive an increased level of monitoring and attention.

Enforcement efforts will be evidence-based, with the objective of preventing traffic, crashes, fatalities, and injuries. The enforcement program will be continuously evaluated and the necessary adjustments will be made. Officer activity sheets will be reviewed and the OPO database and Aries will be used to obtain real-time data on traffic crash causation factors and locations. ICJI and the LELs will monitor law enforcement agencies' activity reports both monthly and quarterly to determine if adjustments are needed for their plans. When activity reports are received, they will be assessed against the latest crash data to identify successful crash reductions in

targeted locations, as well as new areas of risk that may be developing. There will be continuous follow-up with agencies to address any lack of performance issues or activities. Adjustments and follow-up as needed will be conducted throughout the fiscal year by LELs and program managers.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement
 Short-term, High Visibility Seat Belt Law Enforcement
 Publicized Sobriety Checkpoints
 Communication Campaign
 Combined Seat Belt and Alcohol Enforcement, Nighttime

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-02-00-00	Operation Pull Over (OPO) Enforcement	Integrated Enforcement drug and alcohol

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)
 Occupant Protection (Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Angola City Police Department
 Bartholomew County Sheriff's Office
 Batesville Police
 Blackford County Sheriff's Office

Bloomington Police Department
Bluffton Police Department
Boone County Sheriff's Office
Bourbon Police Department
Bremen Police Department
Brownsburg Police Department
Cass County Sheriff's Department
Clinton City Police Department
Connersville Police Department
Crawfordsville Police Department
Culver Police Department
Daviess County Sheriff's Office
Decatur County Sheriff's Department
Decatur Police Department
Dubois County Sheriff's Department
Elkhart County Sheriff's Department
Floyd County Sheriff's Department
Fort Wayne Police Department
Frankfort Police Department
Franklin Police Department
Fulton County Sheriff's Department
Gary Police Department
Grant County Sheriff's Department
Hamilton County Council on Alcohol & Other Drugs
Hammond Police Department
Hancock County Sheriff's Department
Henry County Sheriff's Department
Hobart Police Department
Howard County Sheriff's Department
Huntington County Sheriff's Department
Indianapolis Metropolitan Police Department
Jasper Police Department
Jennings County Sheriff's Department
Knox County Sheriff's Department
Kokomo Police Department
Lafayette Police Department
Lake County Sheriff's Department
LaPorte County Sheriff's Office
LaPorte Police Department
Lawrence County Sheriff's Department
Lawrenceburg Police Department
Leavenworth Police Department
Madison County Sheriff's Department
Madison Police Department
Marshall County Police Department
Merrillville Police Department

Miami County Sheriff's Office
Michigan City Police Department
Mishawaka Police Department
Morgan County Sheriff's Department
Muncie Police Department
Nashville Police Department
New Albany Police Department
New Castle Police Department
Noble County Sheriff's Department
North Manchester Police Department
North Vernon Police Department
Paoli Police Department
Peru Police Department
Plymouth Police Department
Posey County Sheriff's Office
Princeton Police Department
Rensselaer Police Department
Richmond Police Department
Rockville Police Department
Rushville Police Department
Scott County Sheriff's Department
Sellersburg Police Department
Seymour Police Department
Shelby County Sheriff's Department
Tell City Police Department
Tipton County Sheriff's Office
Town of Chersterton Police Department
Town of Winona Lake
Vanderburgh County Sheriff's Department
Vermillion County Sheriff's Office
Vigo County Sheriff's Office
Wabash City County Sheriff's Department
Warren Police Department
Washington County Sheriff's Department
White County Sheriff's Department
Winchester Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

ICJI provides funds which are allocated to state and local law enforcement agencies to conduct high visibility enforcement during four mobilization periods throughout the year and additional enforcement as needed. Local law enforcement agencies are required to work the two national mobilization periods as well as the two state mobilizations. Eligibility of events and enforcement techniques will be reviewed and approved by the program manager prior to funding. Beginning in FY16, OPO applicants utilized county specific data reflecting traffic collisions and injuries to set outcome measures and targets. This improved efficiency and allowed for data-driven decisions. This method was first successfully implemented for the ICJI Rural Demonstration Project in FY15. It was additionally modified and successfully implemented for the ICJI Rural Demonstration Project in FY16 with more significant data driven improvements. ICJI continues to utilize county specific data applications for all occupant protection projects.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1X-2019-03-00-01	Child Restraint Electronic Check-up Form	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 122

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 88

Populations served - rural 37

Populations served - at risk 3

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
------------------------------------	-----------------------	------------------------

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 25

Estimated total number of technicians 264

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

10/18/2017

2/21/2018

5/17/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Harold Bodeker

Title of State's Traffic Records Coordinator: Indiana Traffic Records Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRCC Members

Bureau of Motor Vehicles

(User/Collector of Traffic Records)

Sarah Hotseller (CSD: Vehicle/Driver)

Program Director-Driver Ability

100 N. Senate Ave., IGCN RM N 413

Indianapolis, IN 46204

Phone (317) 234-9738

shotseller@bmv.in.gov

Indiana Department of Transportation

(User/Collector of Traffic Record)

Roger Manning (CSD: Roadway)

Strategic Safety Manager

100 N. Senate Ave., IGCS

Indianapolis, IN 46204

Phone (317) 232-5204

Fax (317) 232-5478

rmanning@indot.state.in.us

Indiana State Police

(Manager/Collector/User of Traffic Records)

Major Mike White (CSD: Citation)

5252 Decatur Blvd., Suit J

Indianapolis, IN 46241

Phone (317) 232-8318

Fax (317) 233-3057

mwhite@isp.in.gov

First Sergeant Rob Simpson

Information Technology Section

Indiana State Police

100 N. Senate Ave. IGCN - Rm 340

Indianapolis, IN 46204

Office: (317) 232-8289

nsturgeon@isp.in.gov

Department of Information Technology

(Collector of Traffic Records)

Craig Roth (CSD: Citation)

Project Manager

APPRISS, Inc.

15 Industrial Drive

Martinsville, IN 46151

Phone (765) 349-7685

Craig.roth@lexisnexisrisk.com

*CSD stands for Core Safety Database

Department of Homeland Security

(Manager/User/Collector of Traffic Records)

Angie Biggs (CSD: EMS)

Data risk Coordinator

Homeland Security

302 W. Washington St., Room E208

Indianapolis, IN 46204

(317) 232-2227

abiggs@idhs.in.gov

Purdue Center for Road Safety

(Manager/User/Collector of Traffic Safety Records)

Andrew Tarko (CSD: Crash)

Director, Business and Technology Center

West Lafayette, IN 47906

Phone (765) 494-5027

aptarko@gmail.com

Indiana University Public Policy Institute – PPI

(Manager/User/Collector of Traffic Safety Records)

Dona Sapp (CSD: Crash)

Senior Policy Analyst
334 N. Senate Ave., Suite 300
Indianapolis, IN 46204
Phone (317) 261-3015
Fax (317) 261-3050

Riley Hospital for Children
(Collector/User Traffic Safety Records)

Joe O'Neil, M.D. (CSD: Crash)
Neurodevelopmental Disabilities Pediatrician
702 Barnhill Drive, Room 1601
Indianapolis, IN 46204
Phone (317) 274-4846
Fax (317) 278-0126
jooneil@iupui.edu

Indiana State Supreme Court - JTAC
(Manager/User/Collector of Traffic Safety Records)

Mary DePrez (CSD: Citation/Adjudication)
Director and Counsel for Trial Court Technology
30 S. Meridan St., Suite 500
Indianapolis, IN 46204
Phone (317) 234-2604
mary.deprez@courts.in.go

Indiana Prosecutor's Association
(User of Traffic Records)

David Powell (CSD: Citation/Adjudication)
Executive Director
302 W. Washington St., Room E-205
Indianapolis, IN 46204
Phone (317) 232-1836
dpowell@pac.in.gov

Indiana Department of Toxicology
(Manager/Collector/User Public Health Data)

Ed Littlejohn (CSD: Citation/Driver)
Director of Toxicology
550 W. 16th St.
Indianapolis, IN 46204
Phone (317) 921-5006
Fax (317) 278-2836
elittlejohn@isd.in.gov

Federal Agencies

(User of Traffic Records)

Rick Drumm (CSD: Crash)

Federal Highway Administration

575 N. Pennsylvania St., Room 254

Indianapolis, IN 46204

Phone (317) 226-7487

Fax (317) 226-7341

rick.drumm@dot.gov

Dwight Lockwood (CSD: Crash/Driver)

NHTSA

19900 Governor's Dr., Suite 201

Olympia Fields, IL 60461

Phone (708) 503-8892

Fax (708) 503-8991

dwight.lockwood@dot.gov

Daniel J Beaver (CSD: Crash)

State Program Specialist

Federal Motor Carrier Division

575 N. Pennsylvania st., Room 261

Indianapolis, IN 46204

Phone (317) 226-5228

Fax (317) 226-5657

daniel.beaver@dot.gov

Indiana Criminal Justice Institute

(Manager/User/Collector of Traffic Records)

John Bodeker (CSD: Crash/Driver/Citation)

Traffic Records Coordinator

101 W. Washington St., Suite 1100 E.

Indianapolis, IN 46204

Phone (317) 232-0021

hbodekerjr@cji.in.gov

Elizabeth Farrington

Research Associate

101 W. Washington St., Suite 1100 E.

Indianapolis, IN 46204

Phone (317) 232-1233

efarrington@cji.in.gov

Indiana Prosecutor's Association

(User of Traffic Records)

David Powell (CSD: Citation/Adjudication)

Executive Director

302 W. Washington St., Room E-205

Indianapolis, IN 46204

Phone (317) 232-1836

dpowell@pac.in.gov

Indiana State Department of Health

(Manager/Collector/User Public Health & Injury Data)

Katie Hokanson (CSD: Injury Surveillance System)

Director of Trauma and Injury Prevention

2 North Meridian St.

Indianapolis, IN 46204

Phone (317) 234-7321

Fax (317) 233-7805

kgatz@isdh.in.gov

Additional Stakeholders

(Users of Traffic Records)

Steve Shepherd (CSD: Crash)

Indiana Office of Technology

100 N. Senate Ave., Room N551

Indianapolis, IN 46204

Phone (317) 234-5015

Fax (317) 232-0748

sshepherd@iot.in.gov

Ed Cripe (CSD: Driver)

Tippecanoe County Deputy Coroner

Indiana State Coroners Association

5860 E. State Road 28

Frankfort, IN 46041

Phone (765) 242-0337

Fax (765) 483-3370

firefighter@geetel.net

These TRCC members coordinate the views of managers, collectors, and users. The TRCC also reviews and evaluates new technologies as well as reviews and approves the State's Traffic Records Strategic Plan.

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

- Progress Reports Charts 405C FY19 HSP.docx
- TRCC Strategicplan2018updatedfor2019.doc
- FY19 HSP 405c performance measure integration documentation.pdf
- HSPinterimprogressreport2018.doc

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Executive Summary

Out of 391 assessment questions, Indiana met the Advisory ideal for 105 questions (26.9%), partially met the Advisory ideal for 61 questions (15.6%), and did not meet the Advisory ideal for 225 questions (57.5%).

As Figure 1 illustrates, within each assessment module, Indiana met the criteria outlined in the *Traffic Records Program Assessment Advisory* 52.6% of the time for TRCC, 43.8% of the time for Strategic Planning, 50% of the time for Crash, 12.8% of the time for Vehicle, 2.2% of the time for Driver, 18.4% of the time for Roadway, 24.1% of the time for Citation and Adjudication, 28.5% of the time for Injury Surveillance, and 38.5% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module

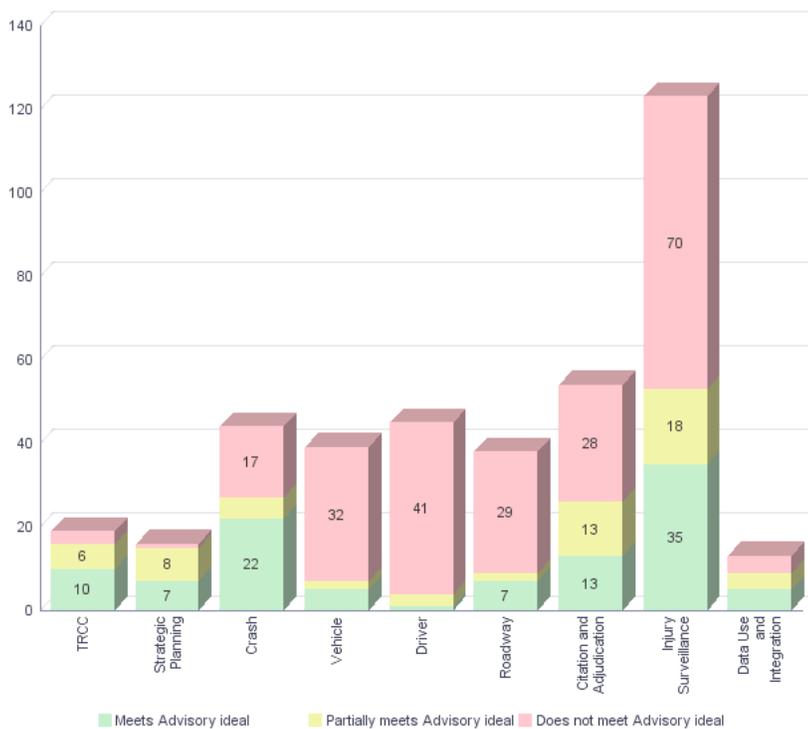


Figure 2: Assessment Section Ratings

	 Crash	 Vehicle	 Driver	 Roadway	 Citation and Adjudication	 Injury Surveillance
Description and Contents	92.9%	38.9%	33.3%	60.0%	80.7%	70.6%
Applicable Guidelines	100.0%	45.5%	33.3%	100.0%	57.9%	68.4%
Data Dictionaries	86.7%	33.3%	33.3%	43.3%	60.3%	63.3%
Procedures / Process Flow	100.0%	33.3%	37.3%	41.7%	61.7%	77.0%
Interfaces	46.7%	81.8%	47.6%	66.7%	61.9%	47.6%
Data Quality Control Programs	46.4%	39.0%	33.3%	33.3%	39.7%	45.5%

Overall	71.0%	42.9%	37.0%	46.3%	59.3%	58.1%
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	Overall
Traffic Records Coordinating Committee Management	77.3%
Strategic Planning for the Traffic Records System	81.0%
Data Use and Integration	69.7%

Recommendations

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

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

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

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

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

Indiana can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. Indiana can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Crash Recommendations

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

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

Vehicle Recommendations

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

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

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

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

Driver Recommendations

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

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

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

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

Roadway Recommendations

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

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

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

Citation and Adjudication Recommendations

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

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

Injury Surveillance Recommendations

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

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

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Indiana intends to address all recommendations, except for recommendations number 10 and 11 (see below).

Priority Crash Recommendations

1. Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Action: The State Highway Safety Office (SHSO) will work to improve the data dictionary for the crash data system as identified in the Assessment Advisory.

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

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

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

Action: The SHSO will work with APPRISS, the BMV and INDOT to improve the system for edit checks and validation of data accuracy.

Priority Vehicle Recommendations

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

Action: The SHSO will work with the BMV, the Indiana Supreme Court (JTAC) and APPRISS to improve the vehicle data system as to process flow from citation/crash report to submission in the BMV's system and the citation/adjudication system.

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

Action: The SHSO will work with the BMV to improve data audits and validation on a regular basis.

Priority Driver Recommendations

6. Improve the description and contents of the driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Action: The SHSO will work with the BMV and APPRISS to improve the contents of the Driver data system through the BMV's driver data system (STARS).

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

Action: The SHSO will work with the BMV to develop a system for data edits and validation that can be used on a regular basis to confirm data reliability.

Roadway Recommendations

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

Action: The SHSO will work with INDOT and APPRISS to improve data flow procedures pertaining to the roadway.

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

Action: The SHSO will work with INDOT to ensure that data edits and validation procedures are implemented on a regular basis to improve data quality.

Priority Citation/Adjudication Recommendations

10. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

11. Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

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

Action: The SHSO will work with JTAC and the BMV to improve data quality control edits and validation in the citation and adjudication systems.

Priority EMS/Injury Surveillance Recommendations

13. Improve the interfaces with the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: The SHSO has already been in communication with the Indiana State Department of Health (ISDH) and the Department of Homeland Security (DHS) to improve the interface with the injury surveillance systems.

14. Improve the data quality control program for the injury surveillance systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Action: The SHSO will work with the ISDH and IDHS to insure that that quality control data edits and validation systems are also implemented.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-2019-01-00-00	Program Management- Traffic Records	Highway Safety Office Program Management Records
M3DA-2019-06-00-00	Bureau of Motor Vehicles Data Compilation and Sharing	Improves accessibility of a core highway safety database
M3DA-2019-05-00-00	Indiana State Department of Health - Trauma Database	Improves accessibility of a core highway safety database
TR-2019-01-00-00	Research Analysis	Improves accuracy of a core highway safety database
M3DA-2019-02-00-00	Purdue University - Center for Road Safety	Improves integration between one or more core highway safety databases

M3DA-2019-04-00-00	Indiana Department of Homeland Security - EMS Data	Improves integration between one or more core highway safety databases
M3DA-2019-03-00-00	Indiana Supreme Court - eCWS	Improves timeliness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Indiana does not intend to address recommendations number 10 and 11 (see below).

Priority Citation/Adjudication Recommendations

10. Improve the description and contents of the Citation and Adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: JTAC and the BMV have excellent citation/adjudication systems in place with Odyssey and STARS, respectively. Electronic citations are at 99 percent and the Odyssey system is growing in the number of participating courts each month. The SHSO will therefore not be expending resources in this area.

11. Improve the interfaces with the citation and adjudication systems that reflect the best practices identified in the Traffic Records Program Assessment Advisory.

Response: The SHSO will not be addressing this recommendation for the same reasons stated in item 10.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Current improvements and anticipated improvements:

Performance area to be impacted:

Integration

Performance measure used to track improvements:

Narrative Description of the Measure: The goal of the Traffic Records program is to create an integrated traffic records system through a collaboration with all local, state and federal entities responsible for motor vehicle safety. The program was 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 and traffic safety programs. The Indiana Supreme Court, Division of State Court Administration has deployed the Electronic Citation and Warning System (e-CWS) throughout the state. The Supreme Court also implemented Odyssey which is the case management system used by the courts. In FY 2017, 451 law enforcement agencies have been trained in the e-CWS (or e-ticket) system. The e-CWS allows officers to issue electronic citations (Uniform Traffic Tickets – UTTs). As of December 2017 there have been 282 courts in 65 of the 92 counties trained and using Odyssey. Furthermore, the number of uniform citations found in Odyssey for analysis jumped from 9,398,513 on 03/31/2017 to 10,459,056 on 03/31/2018 (a 9% increase). Once the UTTs are integrated into the e-CWS, they are also integrated (linked) into Odyssey, and the Indiana Bureau of Motor Vehicle's system.

Relevant Project(s) in the State's Strategic Plan:

Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates: This measure is related to the traffic records improvement project which is associated with the traffic records coordinators goals and objectives of the Traffic Records Coordinating committee. This is strategic plan project # IN-D-00026, located on page 16 of the 2012 electronic strategic plan.

Improvement(s) Achieved or Anticipated:

Narrative of the Improvement(s): Our goal to increase the number of Uniform Traffic Tickets (UTTs) issued each year and integrated into the e-CWS. The goal for FY- 2017 was to increase the number of UTTs issued each month and entered into the e-CWS over the entire fiscal year. Our anticipated increase in UTTs for FY-18 is 10 percent more than the total UTTs for the FY-17 performance period.

Specification of how the Measure is calculated /estimated:

When a UTT is issued in the field, it is integrated into the e-CWS system through Odyssey at the State Supreme Court. The Supreme Court maintains a count of the UTTs issued into the case management system by county and integrated into the e-CWS. The total number of UTTs integrated into the e-CWS is reported monthly by the Supreme Court to the ICJI Program Manager. The total number of UTTs integrated into the e-CWS is presented in a bar graph by month for both the baseline period and the performance period.

Date and Baseline Value for the Measure :

The baseline period is from 04/01/2016 through 03/31/2017. Total UTTs issued into the e-CWS system from 04/01/2016 through 03/31/2017 increased from 8,396,773 to 9,398,513.

Date and Current Value for the Measure:

The Performance period is from 04/01/2017 through 03/31/2018. Total UTTs issued from 04/01/2016 through 03/31/17 increased from 9,398,513 to 10,459,056. This is a 9% increase. The bar graph shows continued improvement in the number of UTTs integrated into the e-CWS throughout the baseline period, and throughout the performance period over the baseline period month by month and collectively at the end of each measurement period.

Indiana State Supreme Court

Odyssey Case Management System and Electronic Citation and Warning System (e-CWS)

ICJI has obtained access to query the Odyssey Case Management System, which allows staff to view electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense occurred. Demographic information, including gender and race, can also be obtained. This is one way ICJI can measure law enforcement activity during grant funded periods. Although citation statistics are useful in determining law enforcement activity, ICJI does not use citation information to establish goals. There are currently 10,458,239 traffic tickets stored in the e-ticket central repository, with 451 law enforcement agencies using the system. Odyssey is now in place in 282 courts in 65 counties. Anticipated improvements will be to train more law enforcement agencies in the e-CWS, and increase the number of courts using the Odyssey System especially in counties not currently using the system.

Core Safety Database: Citation and Adjudication.

Improvement Areas: Timeliness, Accuracy, Integration, Accessibility, Uniformity, and Completeness.

Purdue University's Center for Road Safety (CRS)

CRS provides seat belt survey analysis and, in April 2018, will receive a large data set to be used in identifying the worst 5 percent of Indiana intersections and road segments from 2014 through 2017. These data include injury level data and collision time. Additional analysis is being undertaken to identify the worst of these 5 percent to determine areas requiring additional law enforcement activity. CRS also downloaded a full set of 2017 crash data for inclusion in the motorcycle model analysis.

Core Safety Database: Driver and Vehicle.

Improvement Areas: Completeness and Integration.

Indiana Department of Health

In Indiana, there are currently only 100 hospitals out of 121 hospitals with emergency departments that are reporting to the Trauma Registry. The Indiana State Department of Health project's goal is to eventually train all 121 hospitals to report into the Trauma Registry. The goal for FY-18 is to train five more hospitals.

Core Safety Database: Injury Surveillance

Improvement Areas: Completeness, Uniformity, Accuracy, and Timeliness.

Indiana Department of Homeland Security

The NEMSIS III system for recording all EMS and Fire runs is fully implemented. The goal of the Indiana Department of Homeland Security project is to fully implement NEMSIS III and create linkage to the other state agencies who are users of that data. The goal for FY-18 is to reach a minimum of 100% implementation of the NEMSIS III system.

Core Safety Database: Emergency Medical Services Improvement Areas: Completeness, Accuracy, Uniformity, Timeliness, Accessibility and Integration.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

Progress Reports Charts 405C FY19 HSP.docx

TRCC Strategicplan2018updatedfor2019.doc

FY19 HSP 405c performance measure integration documentation.pdf

HSPinterimprogressreport2018.doc

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 5/10/2018

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

Distracted Driving questions are included on Indiana Learner's Permit and Driver's License tests.

Accidents are most often caused by:

- Driver inattention and a driver's failure to observe the rules of the road
- Paying attention and observing the rules of the road
- Impaired driving
- All answers are correct

Risk factors for teens are:

- a. All answers are correct
- b. Excessive speed
- c. Failure to wear safety belt
- d. Inattentiveness

When using a cell phone while operating a vehicle you should:

- a. Assess traffic conditions and if possible place your call when the vehicle is stopped
- b. Concentrate on your conversation
- c. Put your phone in your lap and look down to dial
- d. Use only one hand to steer the vehicle

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/7/2011

Date Amended: 1/7/2014

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

Prohibition on texting while driving.

I.C. 9-21-8-59

Definition of covered wireless communication devices.

I.C. 9-13-2-177.3

Minimum fine of at least \$25 for an offense.

I.C. 9-21-8-49

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
I.C. 9-21-8-59(a)(3)	1/7/2014

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/7/2011

Date Amended: 1/7/2014

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

Prohibition on youth cell phone use while driving.

I.C. 9-24-11-3.5

Definition of covered wireless communication devices.

I.C. 9-13--2-177.3

Minimum fine of at least \$25 for an offense.

I.C. 9-21--8-49

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
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I.C. 9-21-8-59(a)(3) 1/7/2014

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	No
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Indiana Bureau of Motor Vehicles
State authority name/title:	Peter Lacy, Commissioner

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	113.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Marion	359
Allen	184
Elkhart	116
Hamilton	77
Lake	155
Monroe	73
Porter	80
St. Joseph	115
Tippecanoe	81
Vanderburgh	103

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle:	1676
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Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Motorcyclist Licensing

Communication Campaign

Communication Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-05-01-07	Motorist Awareness of Motorcycles	Communication Campaign
M6X-2019-15-00-01	High Visibility Enforcement (HVE) Motorcycle Enforcement	Alcohol Impairment: Detection, Enforcement and Sanctions

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

9-27-7-7

The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

9-18.1-5-3

13 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Official documents

Official documents

Select what type of official documents will be uploaded that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law	No
Regulation	No
Binding policy directive	Yes

Letter from the Governor No

Court order No

Other No

Upload official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Documents Uploaded

iPad v5 Screenshots.pdf

Win v5 Screenshots.pdf

Indiana Trial Rules 1906 FY19 HSP.docx

Supreme Court Cause No. 94S00-0714-MS-567 FY19 HSP 1906.pdf

Signed Letter Public Inspection FY19 HSP 1906 - RPG.pdf

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS