



# ANNUAL REPORT

FY 2019

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This is the Indiana Criminal Justice Institute's Traffic Safety Annual Report for FY2019, prepared for the National Highway Traffic Safety Administration.

# **2019 Annual Evaluation Report**

INDIANA CRIMINAL JUSTICE INSTITUTE

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## 2019 Highlights

- » DRE School was held in Indianapolis for 18 new DRE Officers from 16 agencies throughout the state; there are currently 242 DRE Officers in Indiana. Media Coverage of efforts provided by [WRTV 6](#).
- » An Indiana high school student was selected as the National Award Winner for National SADD (Students Against Destructive Decisions). TSD attended the awards program to support and collaborate with the youth leaders of Indiana, who will drive the SADD message in Indiana for the 2019-2020 school year. Media Coverage provided by [WTHR 13](#).
- » Sobriety checkpoint numbers increased to unprecedented levels in Marion County, and extended throughout the state. Media coverage provided by [WTHR 13](#). Agencies were encouraged to start checkpoint operations earlier (3:30-4:00 pm) to provide high visibility enforcement presence utilizing all available personnel to staff the manpower intensive efforts.
- » SAVE (Stop Arm Violation Enforcement) grants were awarded and distributed to 39 additional agencies, who do not receive an annual traffic safety grant or requested additional funds to patrol school bus routes and provide a safe return to school for Indiana students. This was a new program for Indiana and NHTSA Region 5, which resulted in a surge of media coverage across the state for traffic safety awareness. [WRTV6](#) & [WTHR: Fortville: Drunk Driver Passes School Bus Stop Arm](#)
- » The Traffic Safety Division was recognized by the National Safety Council on August 24, during the Kidz In Motion Conference for being a national leader in the implementation of the National Digital Check-sheet Form for Child Passenger Safety.





# Document Purpose

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

The goals of this document are to:

- (1) Provide an assessment of the state's progress in achieving performance targets in the prior year
- (2) Describe how the Indiana Traffic Safety Office will adjust its upcoming HSP to better meet performance targets if a performance target has not been met
- (3) Provide a description of the projects and activities funded and implemented and the amount of federal funds obligated and expended
- (4) Describe Indiana's evidence-based enforcement program activities
- (5) Identify Indiana's involvement within regarding national mobilizations
- (6) Deliver explanation for planned activities not implemented
- (7) Provide descriptions on how the projects funded contributed to meeting the performance targets
- (8) Provide report on the purchase of paid media and the impacts on project goals
- (9) Detail activity regarding Child Restraint Grants funds expended
- (10) Illustrate the activities of FY 2019 to external stakeholders
- (11) Serve as a tool for measurement of project objectives, their ability to impact core traffic safety metrics, and directly relate each project to specific metrics
- (12) Stimulate ideas and improvements that can be made in FY 2020 and beyond

# Introduction

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

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

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

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

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

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

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

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

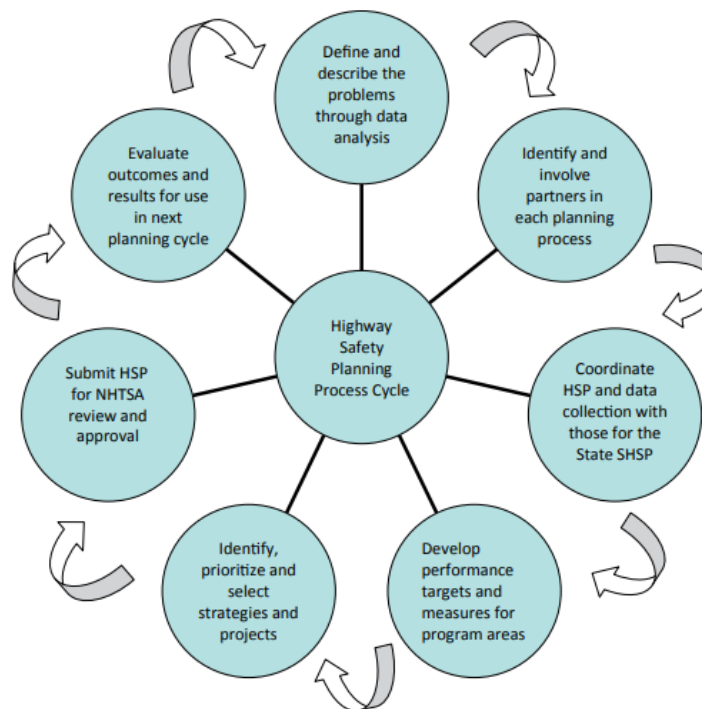
Regional Outreach Coordinators are managed by the TSD including: an impaired driving training coordinator, a traffic-safety resource prosecutor, a judicial outreach liaison, and six law enforcement liaisons (LELs) located regionally across Indiana.

ICJI utilizes its in-house Statistical Analysis Center to assist in preparing and analyzing the data collected from Indiana officer crash reports. ICJI additionally uses the resources and expertise of the Public Policy Institute (PPI) within the Indiana University-Purdue University Indianapolis School of Public and Environmental Affairs, to assemble and review data for publication and access. The Center for Road Safety (CRS) located at Purdue University conducts that annual seatbelt use survey throughout the State on behalf of the TSD.

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

# Evidence-Based Traffic Safety Enforcement

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



Prior to awarding any funds to subgrantees in FY 2019, ICJI conducted a thorough review of current data resources, and reports provided in subgrantees proposals. This review occurred between the submission of the FY 2019 HSP and the awarding of funds. ICJI staff received the most recent data, reports, and analysis during that time. This data was used for problem identification and implemented using identified selections from Countermeasures That Work.

Evidence-based enforcement is monitored for effectiveness by the six LELs utilizing site visits and continuous monitoring of all TSD law-enforcement agency subgrantees. This included an ongoing review of data, assisting agencies with the appropriate selection of countermeasures and reporting back to TSD program managers. Law enforcement agencies that were high risk or failed to

properly deploy evidence-based enforcement received an increased level of monitoring, access to support, documented access to additional resources, and follow-up from a TSD Program Manager or the Division Director.

Enforcement efforts were evidence based, with the objective of preventing traffic crashes, fatalities, and injuries as measurable assessment items. These programs include: Operation Pull-Over, DUI Task Force, and the utilization of data submitted by these agencies to guide current and future funding to support enforcement efforts.

ICJI and the LELs monitored law enforcement agencies' activity reports, both monthly and quarterly, to determine if adjustments were needed for their plans. When activity reports were received, they were assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as geographical area changes and transportation methods of risk that may be developing. There was a continuous follow-up with agencies to address any issues with lack of performance or activities. Adjustments and follow-up were made as needed and were conducted throughout the fiscal year by LELs and program managers.



# Legislative Update

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

In the 2019 General Assembly, several items were passed by the Legislature and enacted by the Governor which positively affect traffic safety in Indiana:

## **IMPAIRED DRIVING OPERATING WHILE INTOXICATED – [9-30-5-4](#)**

### » **Consecutive Sentencing**

Stipulates that a person who commits an offense, commits a separate offense for each person whose injury or death is caused by the violation of subsection.

Provides that a court may order terms of imprisonment imposed on a person convicted of more than one (1) offense described in subsection (b) to run consecutively. Consecutive terms of imprisonment imposed under this subsection are not subject to the sentencing restrictions set forth in IC 35-50-1-2(c) through IC 35-50-1-2(d)

### » **Extended the Lookback Period for OWI Penalty Enhancement**

Extends period for considering a prior OWI from five years to seven, for offense level enhancement

### » **Increased Criminal Penalties**

Established that all Operating while Intoxicated (OWI) events that result in death as a level 4 felony, increased from a level 5 felony.

Established all Leaving the Scene of a Crash events that result in death as a level 4 felony, increased from a level 5 felony.

### » **Catastrophic Injury**

Created section 34.5 of I.C. 35-31.5-2-34.5 adding a defined injury of "Catastrophic injury" to mean: bodily injury so severe that a person's ability to live independently is significantly impaired for a period of at least one (1) year. The term includes an injury causing blindness, deafness, paralysis, or an intellectual disability.

### » **Body Cavities – [9-30-6-6](#)**

Amends language to enhance the ability of law enforcement to obtain samples from hospitals, as well as obtain contraband found in the course of medical treatment. Additionally addresses law enforcements ability to get blood tests when coming in contact with infection diseases.



## OPERATOR AND LICENSING

### » **Traffic Amnesty** – [9-33-4](#)

Provides a method for Indiana drivers to attempt to regain a valid Indiana driver's license, to increase the number of valid operators in the State.

## PEDESTRIAN AND BICYCLE RELATED

### » **Electric Bicycles** – [9-13-26.6](#)

Provided definitions and delineated classes of electric bicycles. Limits the ability of a person under the age of 15 from operating a Class 3 Electric Bicycle and requires the use of an appropriate helmet for persons aged 15-18 as passengers or riders of a Class 3 Electric Bicycle.

### » **Electric foot scooter** – [9-13-2-49.4](#)

Provided specific definitions defining an electric foot scooter as bound by the laws relevant to bicycles, specified required equipment and operation rules.

### » **School Bus Stop Arm and Reckless Driving** – [9-21-8-52](#)

Increased penalties for Reckless Driving and passing a school bus stop arm, adding a Level 6 Felony offense if a person is injured in the act of the offense.



## Performance Measures and Targets

The performance targets and current numbers for outcome measures for 2010-2019 are displayed in Figure 1 below. In 2019, Indiana began reporting performance target outcomes using the federal fiscal year reporting period of October 1, 2018, through September 30, 2019. Previous year performance target outcomes were not adjusted and remain a standard annual calendar year reporting period. FY18 data was updated to match the FARS preliminary data released by NHTSA in October of 2019. Following Figure 1 are bar charts for each performance measure for 2019. The last column in each chart, provides reference to the 2019 Performance Metric Target established in the 2019 Indiana Highway Safety Plan.

In FY19, Indiana exceeded established metrics for eight of eleven (8 of 11) NHTSA Core Measures. Traffic fatalities decreased from FY18 to FY19, from 851 to 819, a decrease of 4%. The most improved measures related to fatalities was a decrease in drivers with a .08 BAC or higher and unhelmeted motorcycle fatalities. The Program Manager for Crash Records coordinates monthly with the Traffic Research Associate to identify and share a review of crash fatalities from the prior month with grantees to facilitate focused enforcement on improvable metrics in a proactive manner.

In FY 2019, the Purdue University's Center for Road Safety (CRS) completed Seatbelt Survey Operations Management and Research and CODES Project activities for TSD. CRS released two publications regarding crash, EMS, and hospital inpatient/outpatient databases. An observed seatbelt usage rate of 93.4 percent in 2018 was an improvement in use by 1.6 percent in 2019. This seemingly small increase of 0.4 percent is of significant impact when applied to Indiana's population of 6.8 million, it translates to 108,800 more Hoosiers wearing their seat belt in 2019. A total of 6.45 million Hoosiers used their seatbelt when in a vehicle in 2019. For more information regarding the seat belt survey, reference the *Occupant Protection* section of this report.

## Performance Targets and Current Figures

ANNUAL STATISTICS FOR TRAFFIC SAFETY PERFORMANCE MEASURES															
Outcome Measure													Sources		
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Targets 2019^	Data Source 2000-2017	Data Source 2019	
NHTSA CORE MEASURES	C-1	Traffic Fatalities	754	751	781	784	745	817	829	914	851	819*	951	FARS	ARIES
	C-2	Incapacitating Injuries	3,443	3,405	3,816	3,441	3,353	3,695	3,505	3,507	3,230	3,659**	3,605	INDOT	ARIES
	C-3	Fatalities Per 100 Million Vehicle Miles Traveled	1.00	0.98	0.99	1.00	0.94	1.04	1.00	1.12	1.06	-	1.09	FARS	FARS/INDOT Projected
	C-4	Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions)	208	192	214	202	190	221	251	210	239	301*	219	FARS	ARIES
	C-5	Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above	194	207	230	199	160	170	215	220	203	79*	185	FARS	ARIES
	C-6	Speeding-Related Fatalities	190	153	185	218	204	233	213	208	211	204*	215	FARS	ARIES
	C-7	Total Motorcycle Fatalities	111	118	152	115	124	108	101	149	117	108*	113	FARS	ARIES
	C-8	Unhelmeted Motorcycle Fatalities	88	95	116	82	89	79	72	105	81	69*	82	FARS	ARIES
	C-9	Drivers Aged 20 and Under Involved in Fatal Crashes	125	100	130	104	87	120	107	123	95	101*	105	FARS	ARIES
	C-10	Pedestrian Fatalities	62	62	59	76	78	96	87	101	105	99*	84	FARS	ARIES
	C-11	Bicyclists and Other Cyclists Fatalities	13	11	15	14	12	12	19	13	24	16*	14	FARS	ARIES
B-1	Observed Seatbelt Usage Rate (%)	92.4	93.2	93.6	91.6	90.2	91.9	92.4	93.0	93.4	94.9	91.8	CRS	CRS	
A-1	*Number of Seat Belt Citations During Grant Funded Enforcement	105,746	99,077	82,961	70,134	65,542	63,383	54,704	46,311	45,284	30,190	-	OPO	OPO	
A-2	*Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	8,257	7,907	7,950	6,916	5,983	4,993	5,776	5,966	5,556	4,817	-	OPO	OPO	
A-3	*Number of Speeding Citations and Arrests During Grant Funded Enforcement	107,151	86,702	56,181	53,732	48,092	71,638	52,608	50,244	45,512	44,749	-	OPO	OPO	
16	Fatalities Per 100 Million Vehicle Miles Traveled - Rural	1.67	1.66	1.78	1.83	1.61	1.85	1.67	1.90	-	-	1.76	FARS	FARS/PPI Projected	
17	Fatalities Per 100 Million Vehicle Miles Traveled - Urban	0.59	0.57	0.52	0.51	0.55	0.59	0.56	0.70	-	-	0.59	FARS	FARS/PPI Projected	
18	Motorcycle Fatalities per 100k Registrations^*	54.15	57.73	68.13	52.60	55.69	48.35	45.17	57.20	53.73	42.69	47.60	ARIES/BMV	ARIES/BMV Projected	
19	Rate of .08+ BAC Impaired Driving Fatalities per 100 Million Vehicle Miles Traveled	0.26	0.27	0.29	0.25	0.25	0.22	0.26	-	-	-	0.24	FARS	FARS/PPI Projected	
20	Children Aged 15 and Under Killed in Traffic Collisions	33	38	30	40	20	35	20	42	33	37*	27	PPI	ARIES Projected	

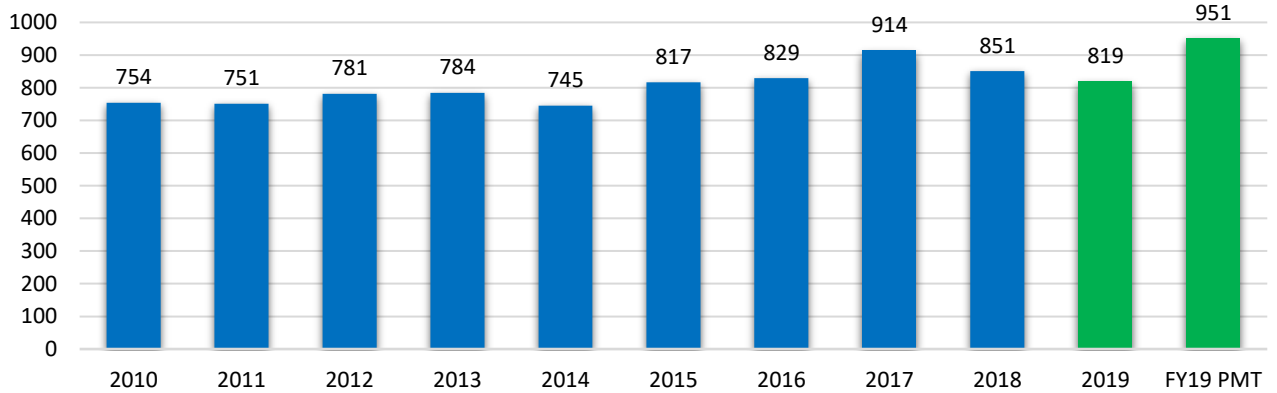
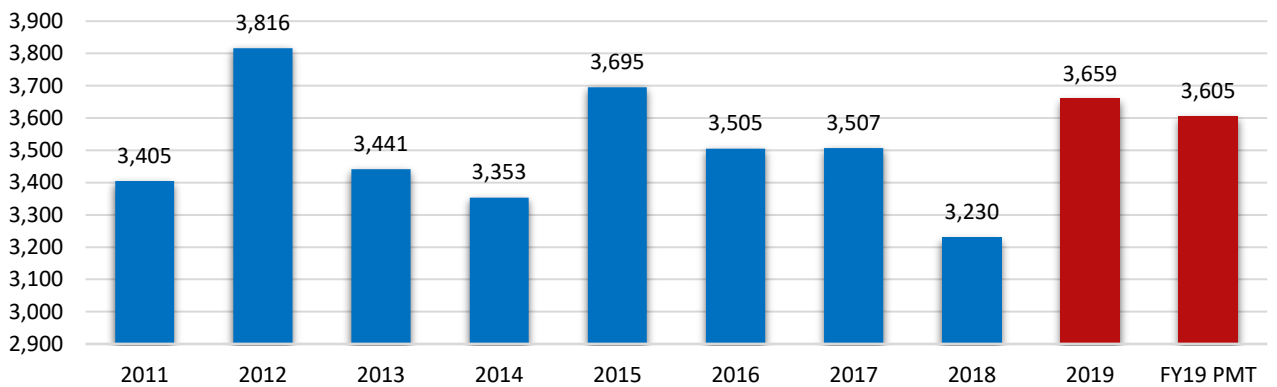
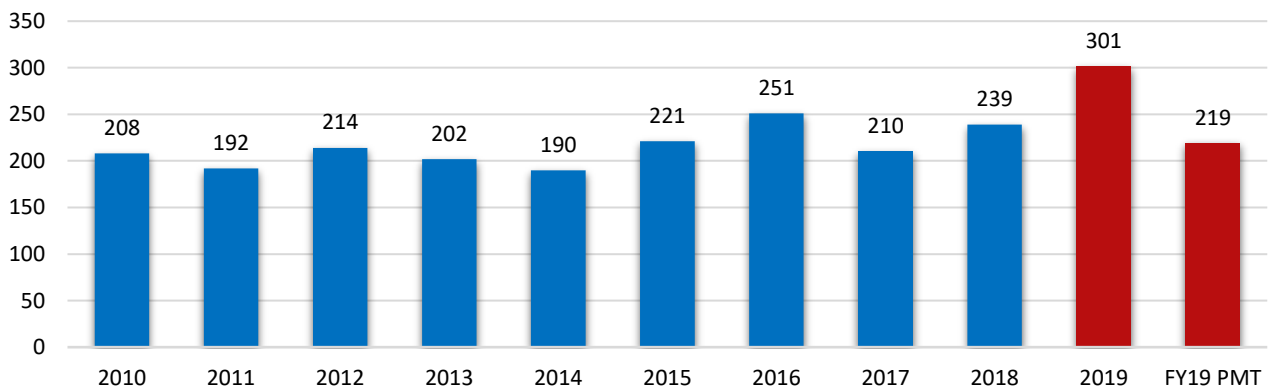
Sources: U.S. Department of Transportation and NHTSA Traffic Safety Facts: Indiana 2012-2015 Final and FARS 2017 ARF, OPO Database, Indiana University Public Policy Institute (PPI), Purdue University Center for Road Safety (CRS), Indiana Bureau of Motor Vehicles (BMV), Indiana Department of Transportation (INDOT), daily Fatality Analysis Reporting

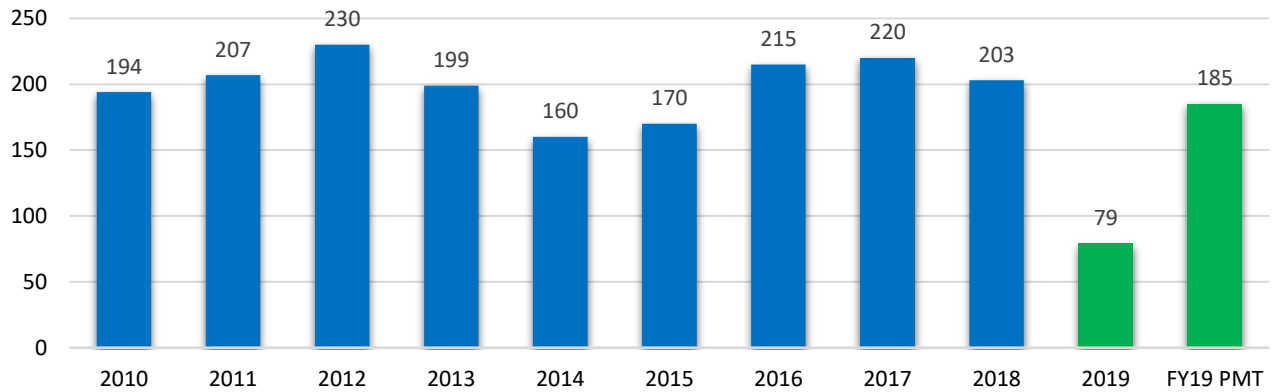
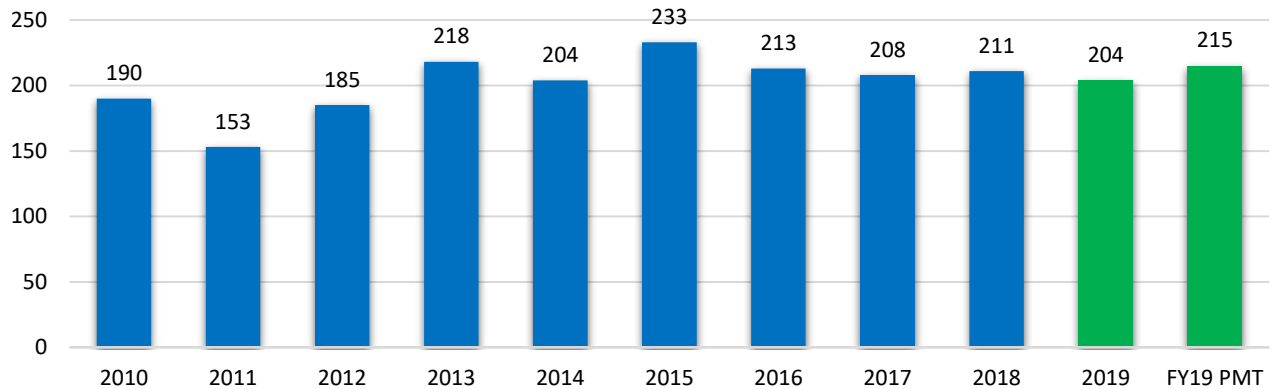
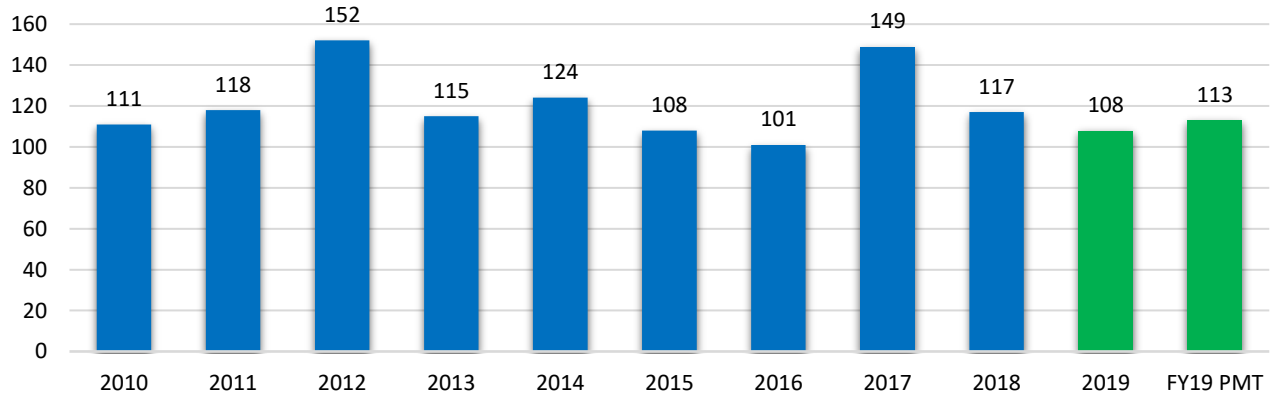
\* Denotes a federal fiscal year statistic

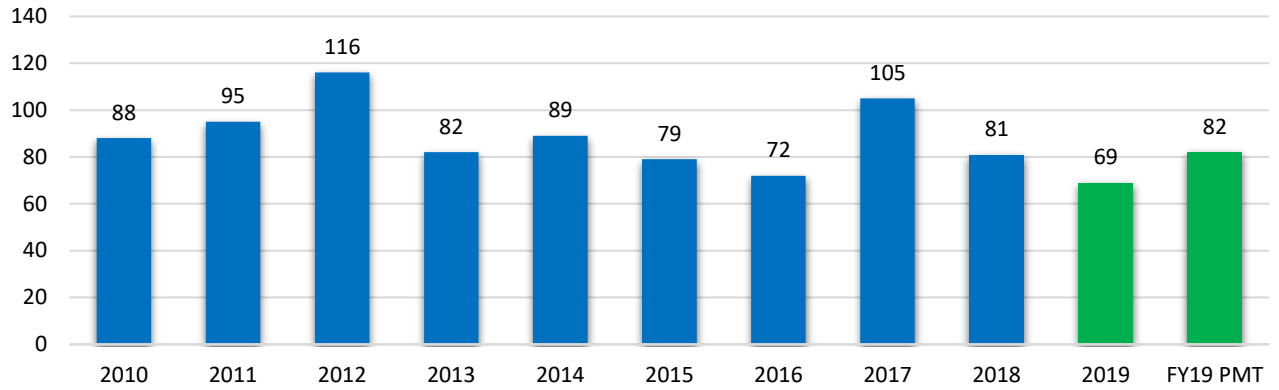
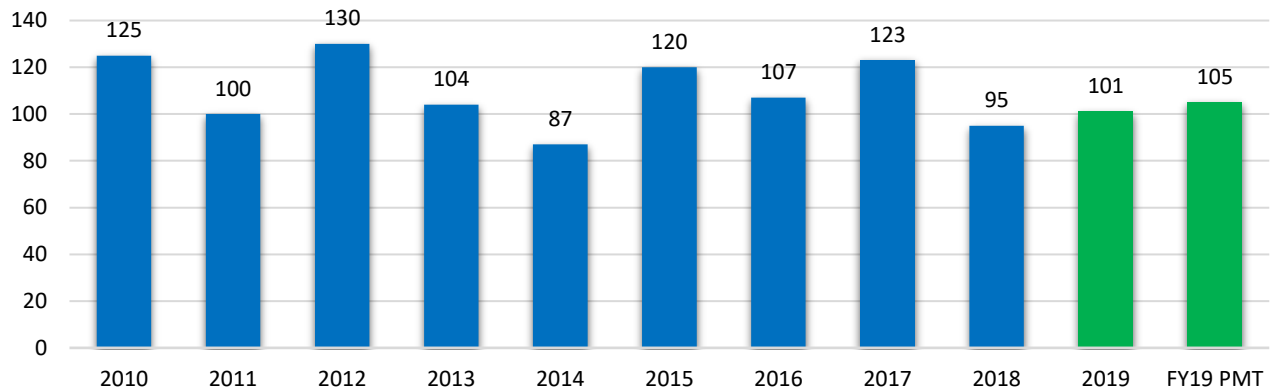
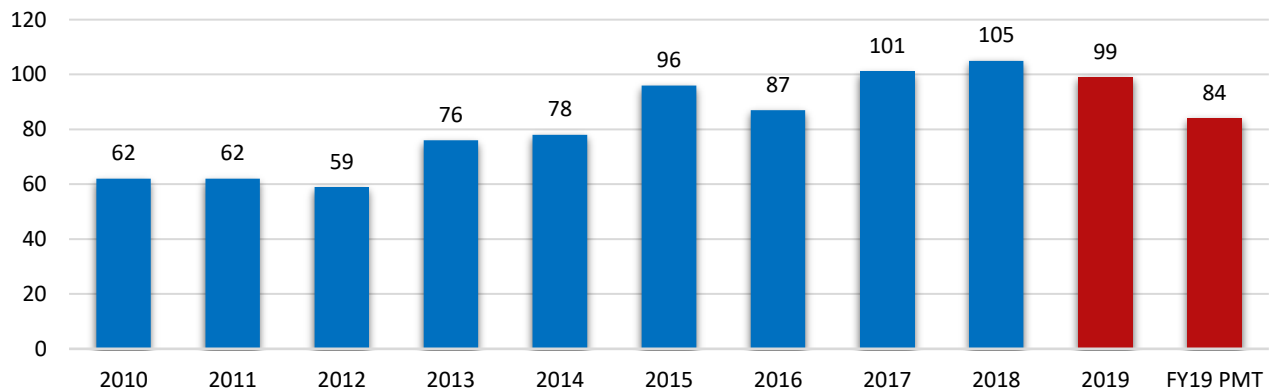
^ 2019 Targets taken from FY 2020 HSP based on projections of 5 year rolling averages

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

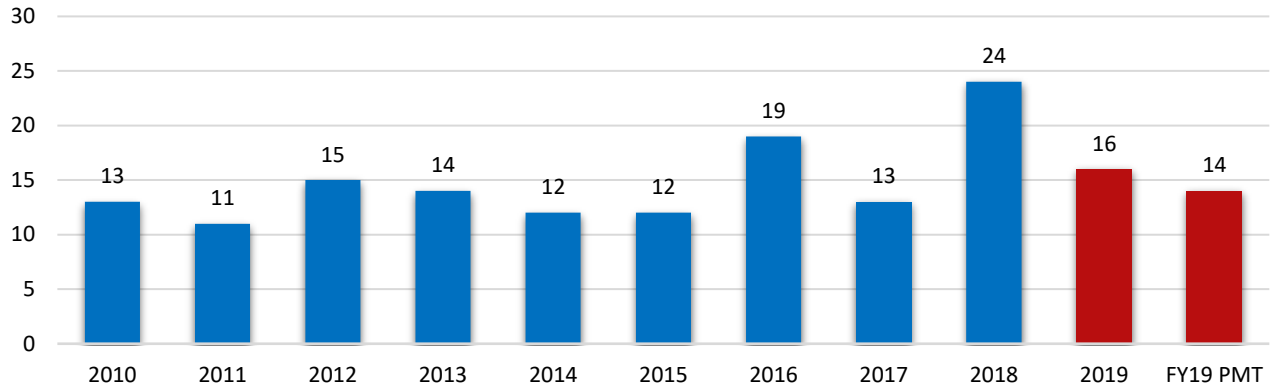
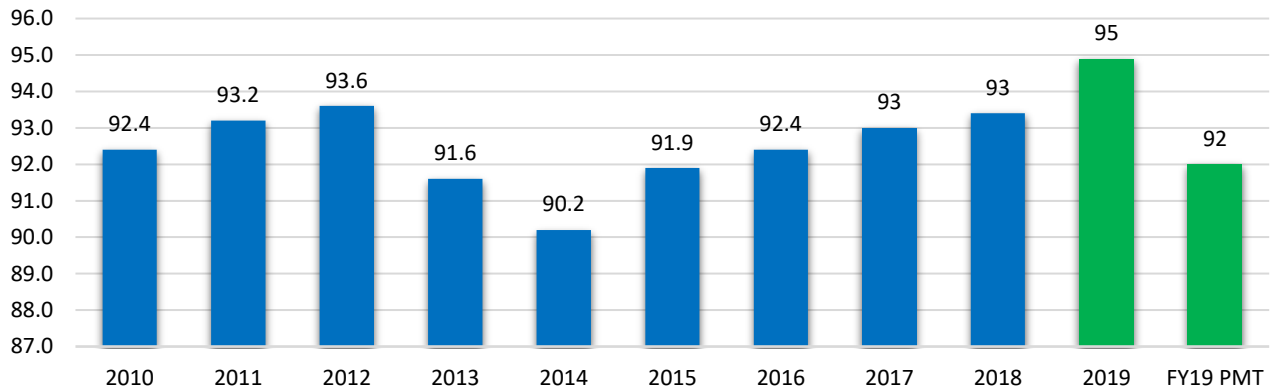
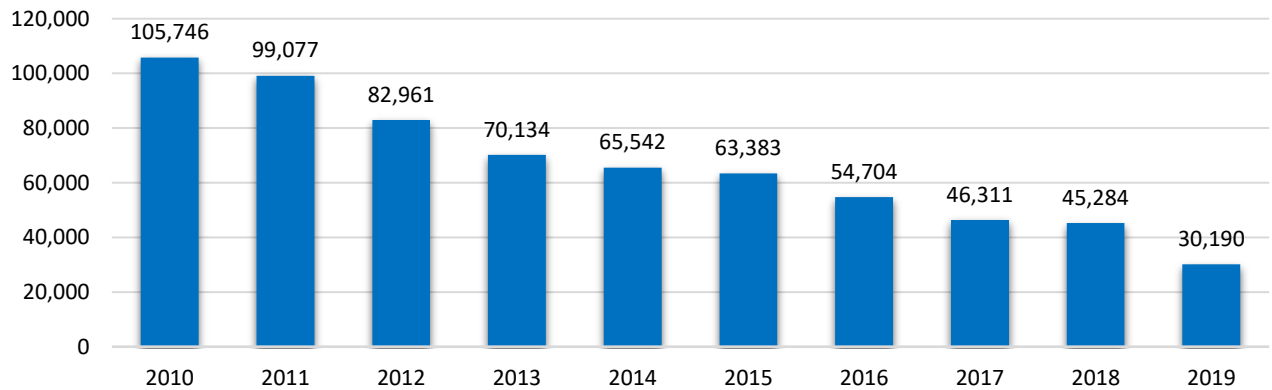
^\*Projected based on number of motorcycle registrations as of November 30, 2019

**TRAFFIC FATALITIES, 2010-2019****INCAPACITATING INJURIES, 2010-2019****UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, 2010-2019**

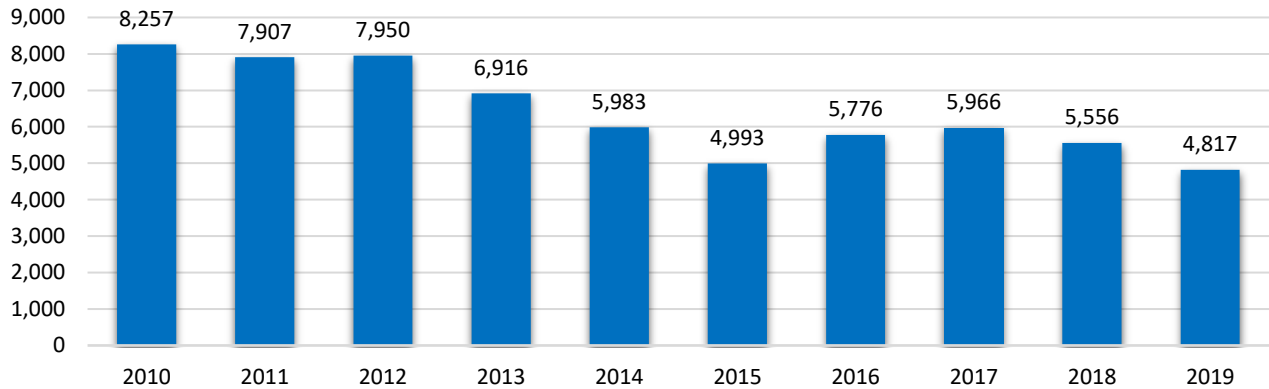
**FATALITIES INVOLVING DRIVER OR MOTORCYCLE OPERATOR WITH .08 BAC OR ABOVE, 2010-2019****SPEEDING RELATED FATALITIES, 2010-2019****TOTAL MOTORCYCLE FATALITIES, 2010-2019**

**UNHELMETED MOTORCYCLE FATALITIES, 2010-2019****DRIVERS AGED 20 AND UNDER INVOLVED IN FATAL CRASHES, 2010-2019****PEDESTRIAN FATALITIES, 2010-2019**

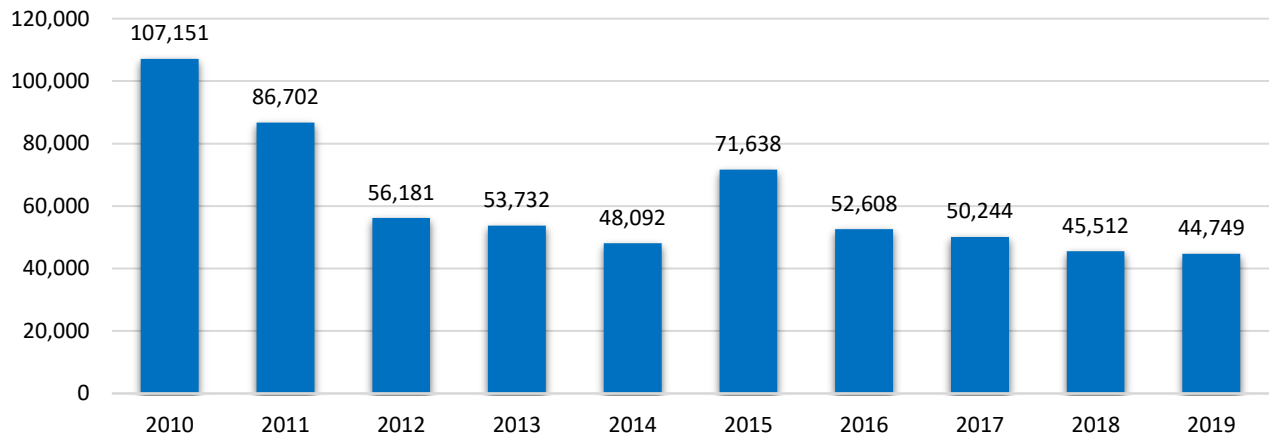


**BICYCLIST AND OTHER CYCLISTS FATALITIES, 2010-2019****OBSERVED SEATBELT USAGE RATE (%), 2010-2019****NUMBER OF SEAT BELT CITATIONS DURING GRANT FUNDED ENFORCEMENT, 2010-2019**

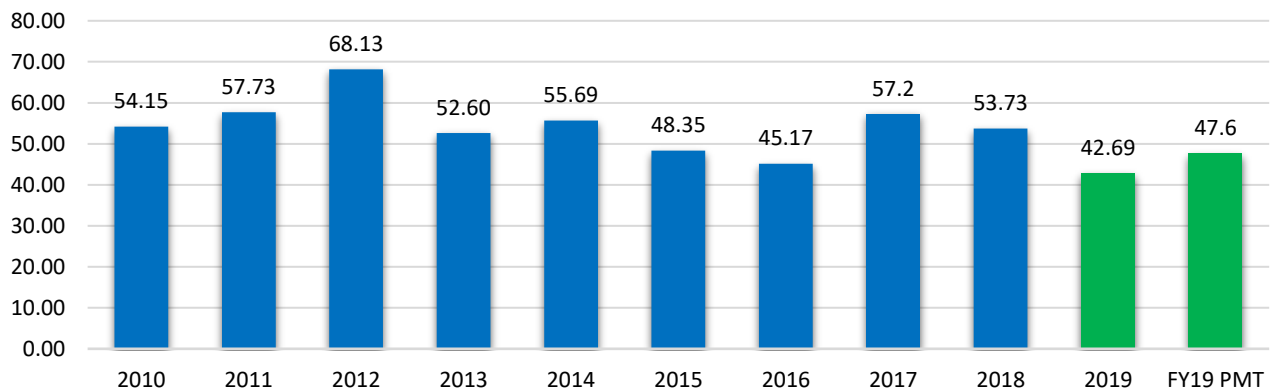
### NUMBER OF IMPAIRED DRIVING CITATIONS AND ARRESTS DURING GRANT FUNDED ENFORCEMENT, 2010-2019

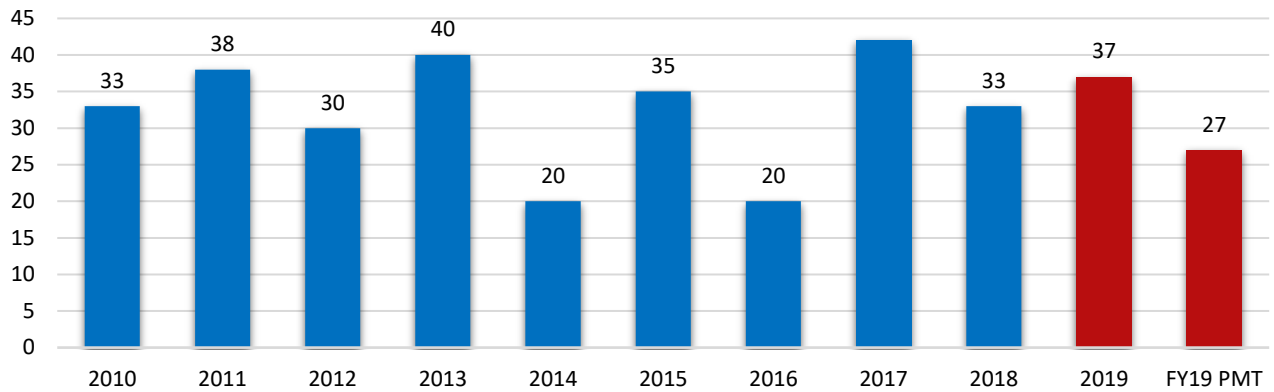


### NUMBER OF SPEEDING CITATIONS AND ARRESTS DURING GRANT FUNDED ENFORCEMENT, 2010-2019



### MOTORCYCLE FATALITIES PER 100K REGISTRATIONS, 2010-2019



**CHILDREN AGED 15 AND UNDER KILLED IN TRAFFIC COLLISIONS, 2010-2019**

During FY19, ICJI sustained a constant process of review and assessment of projects within the current HSP. All Performance Metric Targets for FY19 were established using an average of the previous five years of performance data. In assessment of PMT's which were not met during FY19, changes were implemented for the FY20 HSP including the use of a Comprehensive Grant Application where applicants were able to apply for seven traffic enforcement projects within one application. This increased the number of applicants applying for alcohol impaired driving enforcement grants and rural unrestrained occupant enforcement grants.

Funding was increased in the FY20 HSP for Pedestrian and Bicycle Programs by 200% and consideration was permitted for law enforcement agencies to purchase bicycle patrol equipment to engage this specific target group on bicycles versus motor vehicle patrol utilizing section 402 funds. Data shows that the majority of the pedestrian fatalities are within two time spans covering two hours, and committed by pedestrians not utilizing crosswalk designated areas. This data was specifically provided for enforcement programs as target periods for enforcement to reduce the number of pedestrian fatalities. In absence of qualifying for 405H funds in FY2021, Indiana will continue this planned project with 402 funds to meet performance metric targets.

Children age 15 and under includes the majority of these incidents where these fatalities were not occupants within a motor vehicle, but a pedestrian or bicyclists which furthers the need for the above pedestrian and bicycle enforcement and education activities.

During FY20 and FY21, ICJI will conduct an education campaign with Indiana law enforcement agencies responsible for completing crash reports with specificity to the importance in the definition of "Incapacitating Injury" and the accuracy of these injuries being recorded appropriately. ICJI will partner with INDOT to utilize their platform of INDOT Answers and the Indiana State Department of Health to verify through Trauma Registry Database the validity of the officer indicated severity of injury.

As an overall traffic safety improvement process with linking speed, unrestrained occupants, and incapacitating injuries in FY20 Indiana is conducting an awareness campaign of "Click it, to Live it" for increased seat belt use and reducing incapacitating injuries. This message will be the theme utilized in creating "Hometown Heroes" videos using local officers from local communities for media distribution in connecting the Click it, to Live it message at the local level by utilizing officers, vehicles, and department emblems commonly seen locally and in Indiana. This program will continue in FY2021 planned projects.

# MOBILIZATION ENFORCEMENT SUMMARY

Within the Operation Pull Over project all agencies in Indiana participate in and support the national mobilizations for Safe Family Travels, Click it or Ticket, and Drive Sober or Get Pulled Over. The data chart below represents specific data reported as worked during “blitz” periods or times matching the national mobilizations. This data does not represent activity completed for specific days of national mobilizations where activity was conducted under DUI Taskforce Operations. Within the OPO project awarded to locals and ISP included \$3,316,000 with 33% of those funds being expended supporting National mobilizations at \$1,100,295.

*Citations During All Grant Funded Enforcement Activities, FY 2019*

Citations	Blitz 96 Safe Family Travels	Blitz 97 Impaired and Dangerous Driving	Blitz 98 Click it or Ticket	Blitz 99 Drive Sober or Get Pulled Over	Total 2019
Seat Belt	459	1,725	10,264	11,088	33,720
Child Restraint	12	99	344	686	1570
Misdemeanor DUI	5	101	74	1056	3,313
Felony DUI	0	10	13	36	439
Drug DUI	1	32	14	53	407
Underage Alcohol	14	0	18	6	117
Suspended License	46	906	660	3,374	7,907
Speed	295	7,721	1,207	28,723	44,739
Motorcycle Permit/ License Violation	0	24	81	55	189
Criminal Misdemeanor	46	318	245	3,384	5,955
Criminal Felony	11	89	128	680	1,582
Texting	1	34	59	534	693
All Others	443	5,750	3,638	15,515	37,777
Citation Total	1,333	16,809	16,745	8,364	43,251
Warning Total	1,290	10,253	7,127	8,646	27,586
Total Enforcement Activity	2,623	27,062	23,872	17,280	70,837
Officers Working	65	782	708	663	2,218
Hours Worked	841	9,244	8,037	7,388	25,511
Funds Expended	\$33,018	\$407,964	\$353,376	\$305,937	\$1,100,295
Contacts Per Hour	3.39	3.34	3.41	2.92	3.25

*Source: OPO database*

Several of TSD's data partners collect, track, compile and analyze data used by the TSD to make programmatic adjustments to advance towards achieving performance targets.

The data compiled in the figure below (*Citations During Grant Funded Enforcement Activities, FY 2019*) was recorded from the Operation Pull Over (OPO) database. Law enforcement agencies report grant funded activities directly into this database.

*Citations during all Grant Funded Enforcement Activities, FY 2019*

Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2019
Seat Belt	19,691	48	1,754	11,010	32,503
Child Restraint	669	30	176	684	1,559
Misdemeanor DUI	134	86	2,020	1,053	3,293
Felony DUI	23	6	366	36	431
Drug DUI	32	13	308	51	404
Underage Alcohol	22	5	83	6	116
Suspended License	2,233	106	2,108	3,283	7,730
Speed	6,573	47	3,981	22,996	33,597
Motorcycle Permit/ License Violation	49	3	81	52	185
Criminal Misdemeanor	563	86	1,856	3,321	5,826
Criminal Felony	265	15	601	663	1,544
Texting	102	0	56	533	692
All Others	14,267	481	12,485	19,905	47,137
<b>Grand Total</b>	<b>44,623</b>	<b>926</b>	<b>25,875</b>	<b>63,593</b>	<b>135,017</b>

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





FY 2019

Indiana Criminal Justice Institute

# OCCUPANT PROTECTION



# OCCUPANT PROTECTION

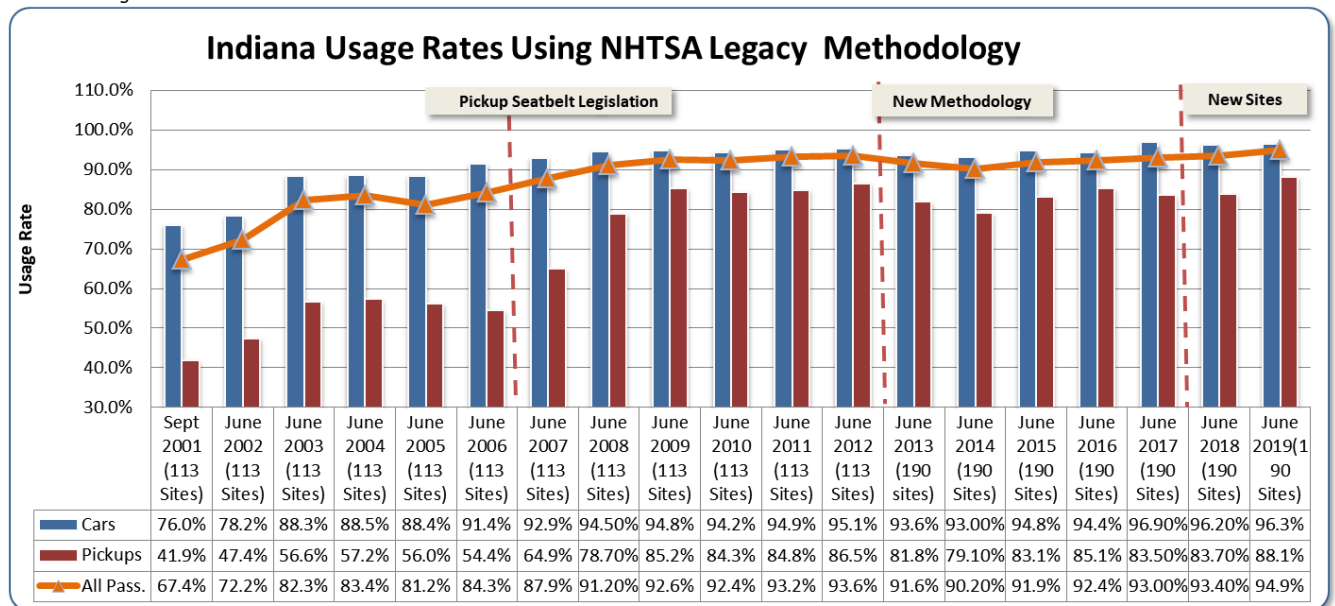
ICJI's occupant protection program is designed to increase seat belt usage by educating the public about the proper use of seat belts and child restraint systems, coupled with law enforcement efforts to promote compliance with the Indiana's occupant protection laws.

In FY2019, there were an estimated 260 unrestrained vehicle fatalities. The number of unrestrained passenger fatalities in 2019 decreased 12.75 percent from CY18 (298). Pickup trucks specifically saw improvement as seatbelt usage for pickup trucks increased by 4.4 percent with 66 unrestrained fatalities in FY2019 and 74 unrestrained fatalities in CY18, a 10.8 percent reduction.

In June 2019, Indiana utilized LELs to conduct observational surveys to determine seat-belt usage rates by drivers and passengers of all vehicles. The locations, times and specific criteria for these observational surveys is managed by Purdue University: Center for Roadway Safety as a project of the TSD. Beginning in 2013, seat-belt usage rates were calculated using a new formula and in 2018 a new set of survey sites.

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

Seat Belt Usage Rates 2001-2019



Source: Purdue University Center for Roadway Safety (CRS)

*Percentage of Restrained Drivers in Cars and Pickups and Their Compliance Gap*

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



# PROJECTS

## PROGRAM MANAGEMENT – OPERATION PULL OVER (OPO)

**Project Number: OP-2019-01-00-00**

*Funding Source: 402 Funds*

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

In FY 2019, the Occupant Protection Program Manager coordinated and oversaw occupant protection initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, as well as promoting education and enforcement of occupant protection laws, first line supervisor for LEL Program. The program manager's salary, benefits, and travel costs to conferences and trainings are included in this project.

## OPERATION PULL OVER ENFORCEMENT

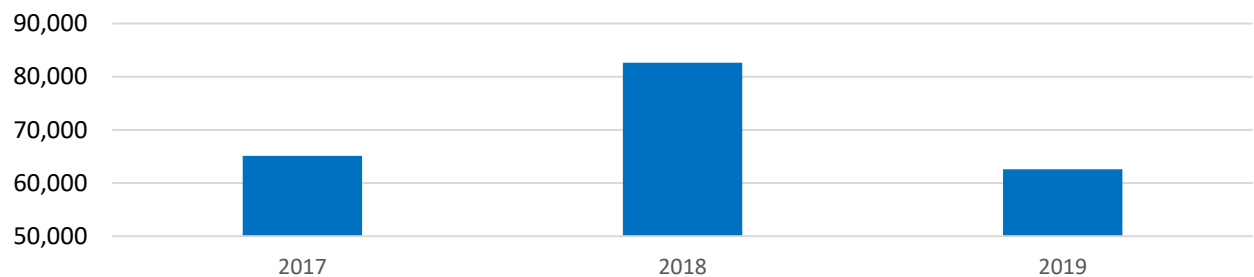
**Project Number: OP-2019-02-00-00**

*Funding Source: 402 Funds*

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

ICJI continued its work toward reducing the number of unrestrained traffic fatalities and increasing Indiana's seat-belt usage rate by funding overtime enforcement through the OPO program. During FY 2019, there were more than 230 participating agencies, many of which teamed up into 43 traffic safety partnerships. The efforts from this program continue to demonstrate as a proven countermeasure with the increase use of seat belts in pickup trucks and passenger cars, which directly contributes to the reduction of unrestrained passenger fatalities from FY19 of 12.4%. OPO agencies averaged 3.14 contacts per hour and issued 1.22 seat belt/child restraint citations per hour. OPO agencies arrested an impaired driver every 18.31 hours. OPO officers working enforcement programs worked a total of 62,596 hours and issued 169,991 citations and warnings, of which 61% were citations. The bar graph below shows total hours for all agencies in 2019 including ISP and local agencies. Indiana State Police specific enforcement projects are detailed in ISP specific projects later in this report.

*OPO Hours Worked by Law Enforcement Agencies*



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

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

## INDIANA STATE POLICE

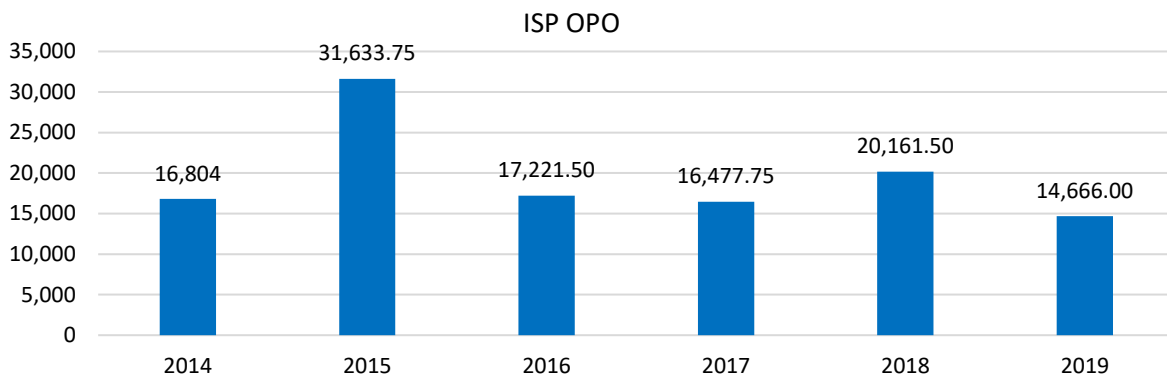
**Project Number: PT-2019-04-00-00**

*Funding Source: 402 Funds*

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

During FY 2019, ISP worked all four OPO blitz campaigns, including two national mobilizations, with public information officers from the 14 ISP districts and headquarters using live interviews, print media, television, radio, and social media over 1,000 times to reach motorists around the state in an effort to deter impaired and aggressive driving. Primary focus of these overtime enforcement activities for this project is occupant protection. Activity included troopers issuing 21,224 citations (47.6%) and 23,920 warnings (52.4%). Of the citations written, 98 were for impaired driving and 4,321 for seat belt violations. Troopers also made 998 criminal arrests, of which 103 were felony level offense.

*OPO Hours Worked by Indiana State Police*



*Citations during Grant Funded Enforcement Activities for the ISP, FY 2019, 402 Funds*

Citations during Grant Funded Enforcement Activities for the ISP, FY 2019, 402 Funds			
Citations	Seat Belt Patrols	Other Patrols	Total 2019
Seat Belt	261	4,060	4,321
Child Restraint	7	188	195
Misdemeanor DUI	3	91	95
Felony DUI	0	4	4
Suspended License	7	807	814
Speed	135	13,488	13,623
Motorcycle Permit/ License Violation	0	0	0
Criminal Misdemeanor	29	866	895
Criminal Felony	5	98	103
Texting	0	0	0
All Others	268	914	37,777
<b>Grand Total</b>	<b>708</b>	<b>20,516</b>	<b>21,224</b>
<b>Warnings</b>	<b>520</b>	<b>22,770</b>	<b>23,290</b>

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

*Source: OPO database*



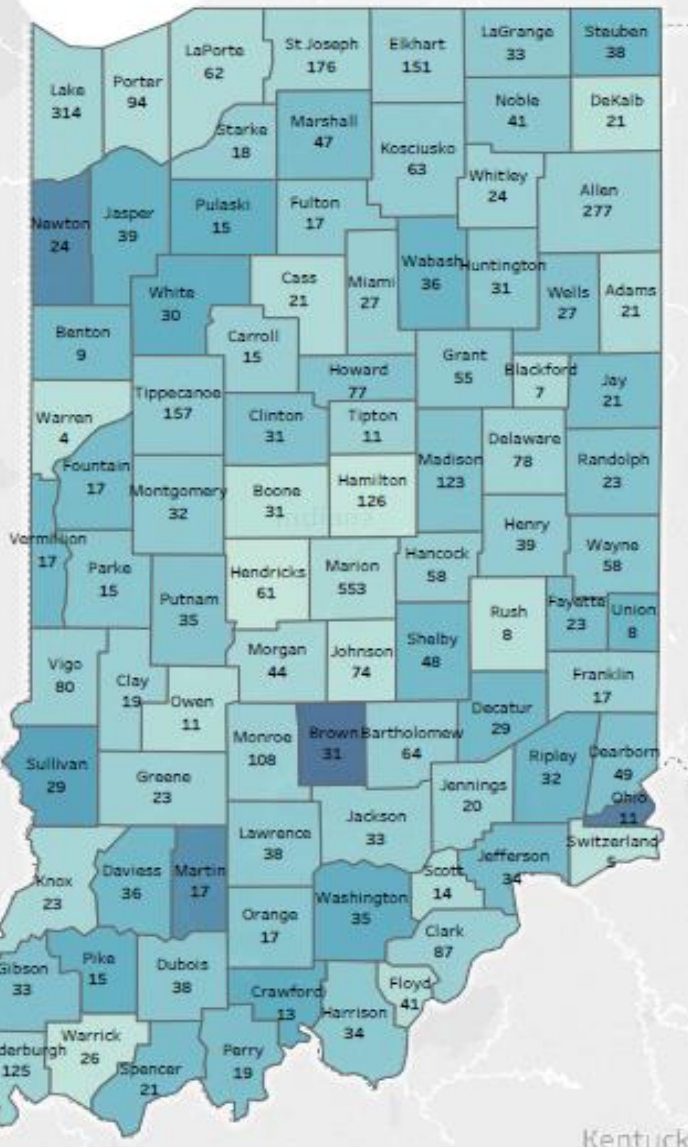
The maps below show the number of unrestrained collisions per county, the rate of unrestrained collisions per 10,000 population and identifies whether or not counties receive OPO funding.

For the figure on the left, the dark blue areas represents counties with the highest rate of unrestrained collisions per 10,000 and the lightest blue shows counties with the lowest rate of unrestrained collisions. For example, Brown County has the highest rate, followed by Ohio and Newton counties. The figure on the right shows the rate of unrestrained collisions per 10,000 population. The blue counties do not receive OPO funding. Using this visual representation method and quantifying the problem in respect to population has allowed for problem identification in specific areas.

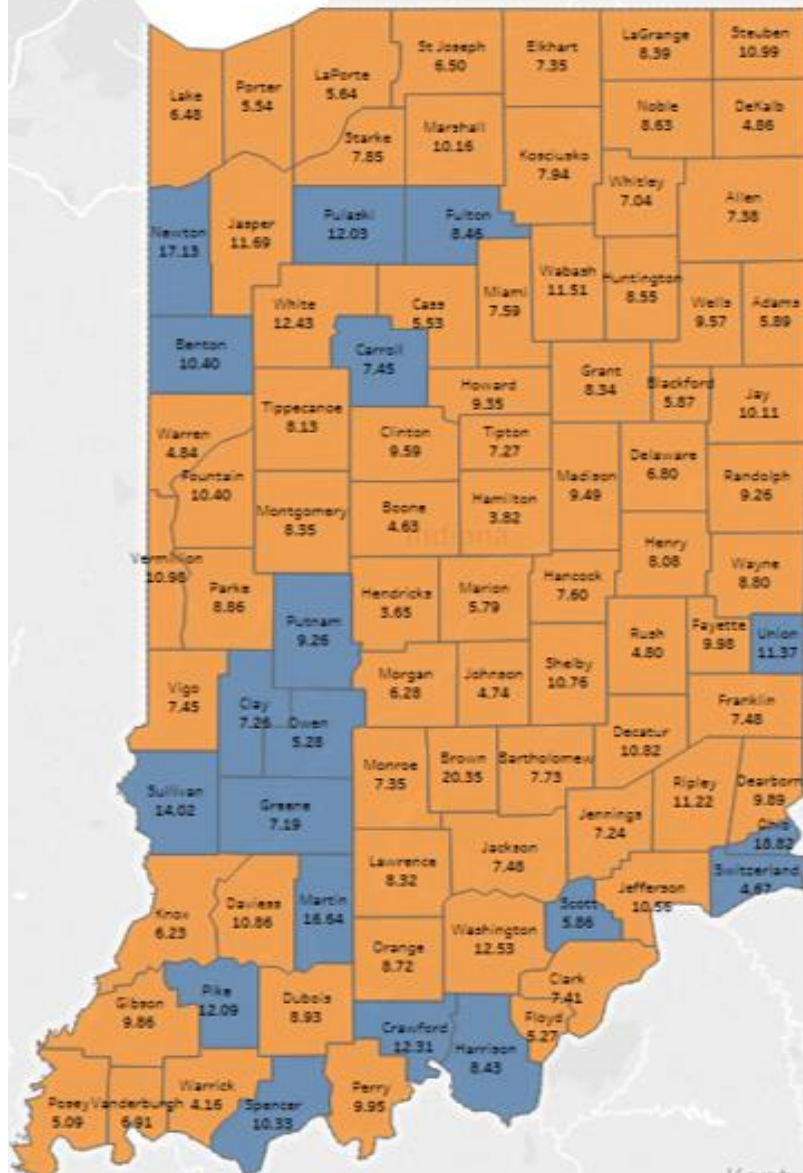
As an assessment tool of this project, the map identifies counties where sustained areas with high visibility enforcement (HVE) are being effective, areas where it is absent, and areas where improvement of efforts are needed with ongoing activities.

In FY19, 17 of 92 (18.4%) counties improved in the area of unrestrained crash rate per 10,000 population: Blackford, DeKalb, Franklin, Greene, Jackson, Jennings, Kosciusko, Marion, Orange, Posey, Rush, Scott, St Joseph, Tipton, Vanderburgh, Warren and Warrick.

2019 Number of Unrestrained Collisions per County



OPO County Funding Map and Unrestrained Collisions per 10,000 Population



Counties in blue do not receive OPO funding.

## LOOKING BEYOND THE TICKET

Law enforcement agencies reported the following significant events that occurred while working occupant protection enforcement programs:

» **Fulton County Sheriff's Department September 2019**

The local newspaper, the Rochester Sentinel did not print anything in the newspaper regarding this project. Could have been due to upcoming trial of female who struck four children crossing highway, killing three of them. The local radio station covered the project. Day one: deputy was at local high school and observed driver weave through the bus only area, followed him, stopped him and determined that he was intoxicated (dropping his own children off at school).

» **Gary Police Department August 2019**

On August 17, 2019, while conducting cell phone enforcement, Sgt. Greg Wolf attempted to stop a vehicle for traveling at a high rate of speed. A vehicle pursuit ensued followed by a foot pursuit. The suspect was taken into custody with the assistance of a K9 unit. The suspect was identified and is known to be a convicted felon. He was found to have suspected crack cocaine on his person, and an empty gun holster. A weapon was recovered close to the suspect and additional suspected crack cocaine.

» **Gary Police Department Blitz 97 on March 17, 2019**

While working OPO, Ofc. Briggs observed a vehicle traveling at a high rate of speed. He attempted to stop the vehicle and observed the driver throw something from the window. Once the vehicle was stopped, a K9 track was done to search for the object. A handgun was recovered that fit the empty holster worn by the driver. The driver was arrested for handgun no permit.

» **North Manchester Police Department Blitz 98**

Officers working extra hours during blitz 98 were very busy. Officer Birch was involved in a vehicle pursuit that led to a foot pursuit; that pursuit ended in a suicide by the suspect. Officer Adams assisted with that pursuit, Officer Adams was also involved in a pursuit of an escaped convict. The pursuit led officers into Kosciusko County before taking the escapee into custody. All officers worked very hard and made multiple arrests during Blitz 98.

» **Hendricks County TSP December 2018**

Officers throughout Hendricks County conducted patrols for DUI and had the following activity: 3 OWI-misdemeanors, 2 OWI-felonies, possession of marijuana and resisting law enforcement, several DWS infractions and misdemeanors, operator never received, and an impound and vehicle search located a handgun.

» **Vermillion County Sheriff's Office Blitz 97**

During the Blitz 97 enforcement period, we had several arrests for misdemeanors during the blitz. We also had an officer involved shooting that occurred while deputies were working OPO and trying to stop an impaired driver. The driver of the vehicle ran into a Clinton City officer who was assisting. The Clinton City officer was pinned between his door and his vehicle by the truck. The Clinton City officer feared for his life and fired into the vehicle to get the driver to stop.

» **Connersville Police Department Blitz 97**

Officers made an arrest for felony dealing in meth maintaining a common nuisance and misdemeanor possession of paraphernalia.

» **Connersville Police Department September 2019**

Traffic stop for seat belt resulted in foot pursuit, which ended in 2 officers being injured as well as the suspect, and 2 felony criminal charges. Officer had to spend 3 hours in the ER for jail clearance for the arrestee and treatment of his own injuries.



## PAID AND EARNED MEDIA

**Project Number: PM-2019-12-11-09 and FDL\*PM-2019-05-05-05**

*Funding Source: 402 and 405d Flex Funds*

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

Seat belts are proven to be one of the most effective ways to prevent traffic injuries and fatalities on the road. Despite requiring very little effort to buckle up, a small percentage of the population continues to drive unrestrained. According to ICJI and the Purdue University Center for Road Safety, around 95 percent of Indiana residents buckle up; however, the remaining 5 percent of drivers and passengers not wearing seat belts made up more than half of Indiana's fatal crashes. Additionally, we know adults who don't buckle up are less likely to have children who are properly restrained, perpetuating the cycle.

ICJI's Communications Director, in partnership with the Traffic Safety Division, conducted several targeted media campaigns to address this issue, as well as dangerous and aggressive driving in Indiana. Primarily, the campaigns focused on men (ages 21-34), and parents/caregivers of child passengers, with an added emphasis on pickup and large van drivers. Based on ICJI data, as well as NHTSA's communications calendar, the campaigns coincided with national enforcement mobilizations and were conducted during peak travel seasons, with a majority of media purchasing occurring in geographic problem areas around the state. Due to timing, budget, target demographics and subject matter, the Traffic Safety Division primarily advertised in streaming and terrestrial radio, mobile and web display ads and changeable digital billboards. In addition, ICJI focused NHTSA resources on the afternoon drive and overnight dayparts during Thursdays, Fridays, weekends and holidays.

### Safe Holiday Travel National Mobilization

As part of the safe holiday travel national mobilization, ICJI conducted a radio media campaign, complementing the efforts being done by NHTSA, as well as the increased enforcement activity taking place in Indiana and across the nation. The campaign, which was conducted from Dec. 24, 2018, to January 1, 2019, focused primarily on safety education and law enforcement officers saving lives, and ran statewide, with an emphasis on rural areas. Using NHTSA's creative assets (*Click It or Ticket; Kids Buckle Up*), ICJI targeted men ages 21-34 (primary) and parents/caregivers of child passengers under the age of 15 (secondary).

Highlights include

- » Total radio impressions: 53,335
- » Total radio spots: 1,557
- » Added value: \$13,950 20 percent (includes impaired driving campaign)

### Print Media Buy

In 2019, ICJI continued advertising in Indianapolis Business Journal's custom publications oriented towards high-school, college and adult students.

- » *GRAD Magazine*  
Each year, *GRAD* is distributed to nearly 85,000 students at Indiana's public and private universities through print and online publications. Articles about job interviews, graduate schools and internships are relevant to college juniors and seniors. For FY 2019, advertisements emphasized the importance of seat-belt usage and not driving distracted.
- » *Career Ready Magazine*  
Each year, *Career Ready* is distributed to over 75,000 non-traditional students through community colleges, workforce development centers, chambers of commerce, adult learning centers and the web. Article relevant to this audience cover career opportunities, educational options and financial aid. For FY 2019, advertisements raised social-norming awareness of seat-belt usage and child passenger safety.

### Click It or Ticket National Mobilization

As part of the national mobilization *Click It or Ticket*, ICJI conducted a two-part digital, radio and out of home media campaign, complementing the efforts being done by NHTSA, as well as the increased enforcement activity taking place in Indiana and across the nation. The campaign, which was conducted from May 20, 2019, to June 2, 2019, focused primarily on safety education, and ran statewide, with an emphasis on rural areas. A second, smaller portion of the campaign took place after June 2, 2019, and lasted until July. Using NHTSA's creative assets (*Click It or Ticket; Kids Buckle Up*), ICJI targeted men ages 21-34 (primary) and parent/caregivers of child passengers under the age of 15 (secondary).

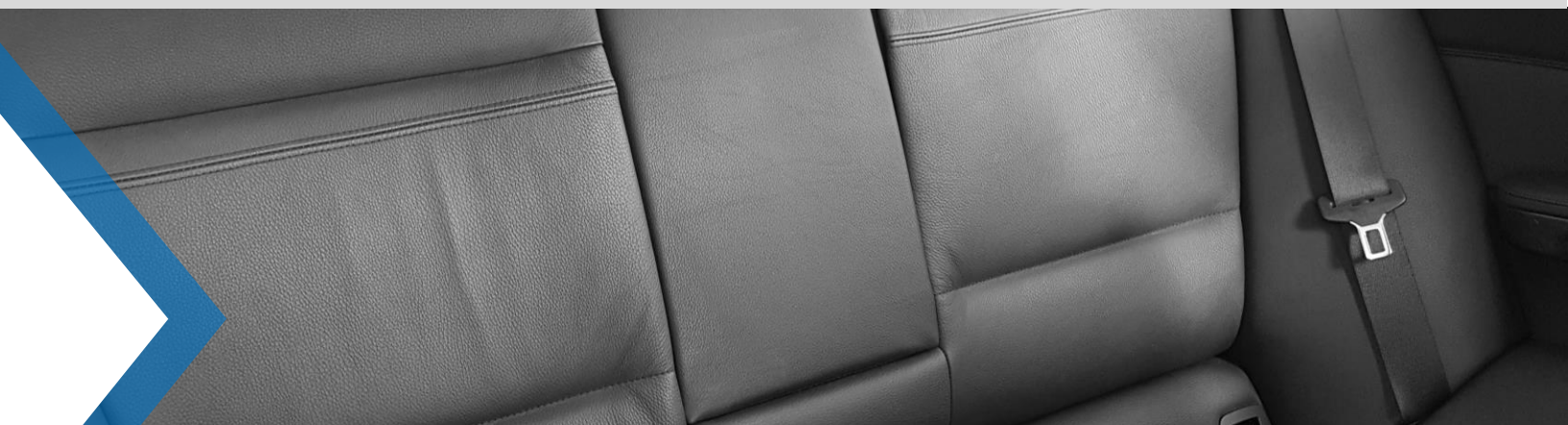
On the digital side, the campaign served over 7.9 million impressions and earned 9,865 ad clicks through a combination of programmatic display and video, YouTube video, and Facebook display and video ads. Programmatic display earned 1.3 million impressions and 1,662 clicks, while programmatic video earned 456,000 impressions and had a 61 percent completion rate. The YouTube video portion of the campaign was slightly delayed at the end of May due to campaign launch issues but was launched June 3. YouTube performance served 309,000 impressions and had a 41 percent video completion rate. The Facebook social display and video campaign earned over 5.8 million impressions and reached over 267,000 people from May through July.

#### Highlights include

- » Total digital impressions: 7,940,857
- » Total clicks: 9,865
- » Total radio impressions: 9,416,670
- » Total radio spots: 1,645
- » Added value: \$12,086/22 percent

Digital		
Media	Impressions	Clicks
Programmatic Digital	1,319,032	1,662
Programmatic Video	456,929	513
YouTube	309,088	200
Facebook	5,855,808	7,490

In addition to paid media, ICJI's Communications Director also used earned media to reach a broader audience. Building off of NHTSA's content, ICJI developed Indiana-specific template news releases and social-media content that law enforcement agencies participating in the national mobilization campaign used to: raise awareness about the increased enforcement period, promote safe travel messaging and publicize the campaign's results.



# TRAFFIC RECORDS



# TRAFFIC RECORDS

The Traffic Records program creates an integrated traffic records system through a collaboration of all local, state and federal entities responsible for motor vehicle safety. This collaboration includes coordination with the Strategic Highway Safety Plan and the Indiana Department of Transportation to improve traffic information systems across the state. The program 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 traffic safety programs.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. To assist with this in FY19, the TSD spearheaded an initiative to reduce the backlog of pending toxicology results for all crashes. As of December 30, 2019, with 753 fatal collisions, 492 or 65% indicated that a breath or blood test was administered as part of the crash investigation. Of those 492 that indicated a breath or blood test was administered, 259 or 52.6% have recorded results in ARIES.

In FY19, the number of pending toxicology cases pending analysis was reduced by 99.01% from 5,500 to 53. While Indiana had a significant reduction in the number of fatal crashes with drivers above 0.08 BAC, at this time, data is incomplete, and this performance metric will be updated pending the completion of data.

In FY20, the TSD will work with the Traffic Records Coordinating Committee (TRCC) to identify and implement methods to link toxicology results and crash records to improve upon all aspects of toxicology information within crash records. To improve on the number of fatal crashes where a blood test is administered, the TSD in cooperation with the Indiana State Department of Health, the Indiana Prosecuting Attorney's Council, and the Indiana State Department of Toxicology will launch a Phlebotomy for Law Enforcement Officers Training Course to train officers to be qualified to obtain blood samples at the scene of fatal crashes and suspected impaired driving incidents.

## PROJECTS

### **PROGRAM MANAGEMENT/TRAFFIC RECORDS COORDINATOR**

**Project Number: M3DA-2019-01-00-00**

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

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

In FY 2019, the Traffic Records Coordinator was responsible for managing Indiana's crash records system, assisting agencies with reporting crashes electronically, and continuing initiatives to improve the timeliness and accuracy of crash records. The

Indiana Crash Records assessment was completed in May 2018 and serves as the most recent guide to improve data quality on Indiana crash reports. Similar to other years, in FY 2019, the program coordinator followed a strategic timeline, which outlined when each improvement activity would be conducted. The use of 405(F) and 402 funds cover the program manager's salary, benefits, and travel costs to traffic record related conferences and training.

## INDIANA UNIVERSITY - PUBLIC POLICY INSTITUTE

**Project Number: TR-2019-01-00-00**

*Funding Source(s): 402 FUNDS*

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

In FY 2019, grant funds supported services provided by the Indiana University Public Policy Institute (PPI). The project completes an assessment of crash records content for identification of motor-vehicle crash trends, data voids to assess for completeness, and culminates with the creation of Indiana Traffic Safety Fact Sheets. Fact sheets contain traffic-related data for each of the following categories: alcohol, children, commercial vehicles, dangerous driving, motorcycles, non-motorists, occupant protection, and young drivers.

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

These published documents are hosted on the ICJI website at [on.in.gov/trafficsafetyforms](https://on.in.gov/trafficsafetyforms).

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## PURDUE UNIVERSITY - CENTER FOR ROAD SAFETY

**Project Number: M3DA-2019-02-00-00**

*Funding Source(s): 402 FUNDS*

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

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

reference the *Occupant Protection* section of this report.

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## INDIANA SUPREME COURT – JTAC – RACIAL PROFILING

**Project Number: K10-2019-01-00-00**

*Funding Source(s): 1906 FUNDS*

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

The goal of this project was to increase the use of the electronic Citation and Warning System (e-CWS) by law enforcement agencies. Use of the electronic system allows for the collection of numerous data elements for all persons cited using the system. This project was required to improve the ability for Indiana to identify and monitor race as a data element collected through the eCWS.

The project, completed in FY19, was year two of the project with the online website being completed to allow for access and transparency of traffic stop data in Indiana.

Access to the public website can be reached at: <https://public.courts.in.gov/paecws>.

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## INDIANA STATE DEPARTMENT OF HEALTH TRAUMA DATABASE

**Project Number: M3DA-2019-05-00-00**

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

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

The Indiana Trauma Registry (ITR) provides the means to monitor the Indiana trauma system for efficiency and effectiveness in hopes of improving injury data submitted by hospitals for those involved in a traffic crash. There are currently 121 hospitals with emergency departments (EDs) in the state. From FY 2018 through FY 2019, the number of submitting hospitals stayed at a high participation from 111 to 107. From FY 2018 through FY 2019, the number of patient records increased from 279,808 to 311,026. The number of days from the incident to entry in the Trauma Registry was reduced to 108 days in FY 2018 to 91 days in FY 2019.

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## BUREAU OF MOTOR VEHICLES DATA COMPILATION AND SHARING

**Project Number: M3DA-2019-06-00-00**

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

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

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

## INDIANA DEPARTMENT OF HOMELAND SECURITY – EMS DATA

**Project Number: M3DA-2018-04-00-00**

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

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

The Department of Homeland Security (DHS) is working to upgrade their software to be National EMS Information System ([NEMSIS](#)) compliant. This upgrade will allow all EMS and fire departments to enter data collected during emergency runs into a system that is integrated with other agencies that collect traffic records. As of Sept. 30, 2019, 97% of EMS providers, 325 out of 332 total, were reporting through NEMSIS.

## INDIANA SUPREME COURT – COURT TECHNOLOGY CENTER – ECWS

**Project Number: M3DA-2018-03-00-00**

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

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

The Indiana Supreme Court's Division of State Court Administration accepted the role of designing an electronic traffic citation system. The purpose of this project was to provide a statewide end-to-end solution for the electronic transmission of a traffic violation. This program also provides the linkage to

bring together systems that will build on a statewide case management system, Odyssey, which will include information sharing between Indiana's courts, clerks, Indiana BMV, and law enforcement agencies.

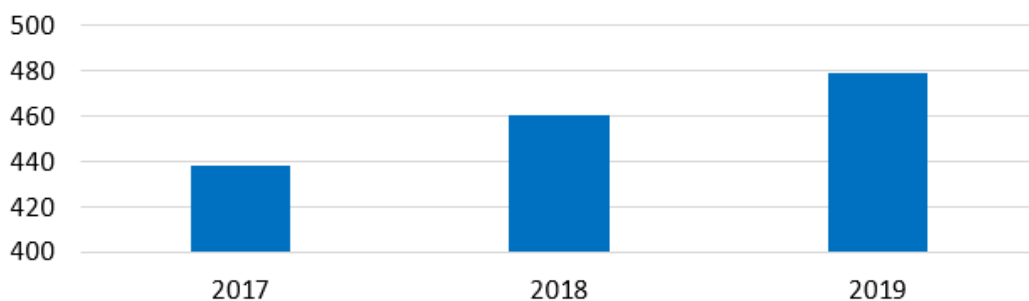
As of September 30, 2019, there were 308 courts in 67 of the 92 counties trained on and using the Odyssey case management system. In FY 2019, a total of 479 law enforcement agencies have been trained in the eCWS (or e-ticket) system. The number of uniform citations found in the eCWS central repository for analysis increased from 11,014,682 at the end of FY 2018 to 11,430,855 at the end of FY 2019, which is a 3.7 percent increase.

In June 2019, the CTC completed and delivered a mobile solution capable of being used on a handheld tablet allowing for the deployment to motor officers and bicycle officers to issue citations roadside. This advancement eliminates the requirement for paper-based citations issued by these officers to be entered at a later point by the officer or clerical staff to capture data elements.

In July 2019, the TSD completed annual training of Indiana law enforcement agencies wishing to participate in FY20 traffic safety grant funded programs. CTC participated in this training to meet directly with agency personnel to allow these agencies to express the local voice regarding project development and deployment. This identified a need from agencies of additional equipment to become fully deployed within those agencies using eCWS.

Through an amendment to the FY19 HSP, 565 license scanners and citation printers were provided to 53 agencies to assist with the completeness of citation data and complete deployment enabling agencies to mandate the use of eCWS for all traffic stops. This was in addition to 149 printer and scanner packages provided to 46 agencies with 43 tablet equipment packages being deployed.

*Number of Law Enforcement Agencies Trained in the eCWS system*



# IMPAIRED DRIVING



# IMPAIRED DRIVING

Reducing impaired driving crashes continues to be a primary problem identification area for Indiana. In recent history, Indiana had a lower percentage of fatalities resulting from impaired driving than other states. During 2019, ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities.

In 2019, ICJI, local law enforcement and the LELs made an increased effort to promote and support HVE in the form of sobriety checkpoints, sign boards, and patrol car signage. Indiana has also put an increased emphasis on detection of drug impaired operators through the increase in training opportunities for Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training.

ICJI depends on the timelines, accuracy, completeness, uniformity, and accessibility of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. To assist with this in FY19, the TSD spearheaded an initiative to reduce the backlog of pending toxicology results for all crashes. As of December 30, 2019, with 753 fatal collisions, 492 or 65% indicated that a breath or blood test was administered as part of the crash investigation. Of those 492 that indicated a breath or blood test was administered, 259 or 52.6% have a recorded results in ARIES.

Prior to FY19, agencies were given strict guidance that checkpoints and impaired driving grant funded operations could only be conducted from 6:00 p.m. to 6:00 a.m. In FY19, agencies were encouraged to start checkpoint operations as early as 3:30 – 4:00 p.m., to provide High Visibility Enforcement (HVE) presence to drivers before they consume alcoholic beverages later in the evening. This was part of a further education effort to law enforcement agencies that sobriety checkpoint operations are part of the general deterrence concept and not wholly purposed to enforcement.

Sobriety checkpoint numbers increased to unprecedented levels in Marion County, and extended throughout the state with earned media coverage by [WTHR 13](#). Agencies had expressed difficulty to TSD with obtaining necessary officers to adequately staff sobriety checkpoints. Marion County, as home of the state capital of Indianapolis and leads the state in the highest number of OWI crashes annually, utilizes a Traffic Safety Partnership with the Indianapolis Metropolitan Police Department as the lead agency. In Marion County in FY18, 74 collisions were reported where a breath or blood test was administered, and in FY19, only 72 collisions were reported.

In FY19, there were an estimated 79 alcohol-impaired fatalities (BAC .08 or higher), down from 203 in 2018. This figure is reported with 52.6% of crash reports involving fatal crashes containing complete toxicology results.

In FY19, drug-impaired driving was an additional specific focus, with 69 drug-positive fatalities and 19 fatalities where toxicology results are pending. ISP and local law enforcement agencies conducted 57 sobriety checkpoints in 2019, using 402 and 405(D) funds.

TSD subgrantees made 4,159 impaired driving arrests and citations during grant funded overtime patrols in FY 2019, a 22% decrease of enforcement arrests from CY2018, with a resulting 61% decrease in the number of alcohol impaired driving fatalities in FY19.

# PROJECTS

## PROGRAM MANAGEMENT – IMPAIRED DRIVING

**Project Number: M6X-2019-01-00-00**

*Funding Source(s): 405D Funds*

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

In FY 2019, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects. The program manager responsibilities included monitoring 40 subgrantees for DUI Taskforce for compliance and performance. Collaborating with local, state, and community organizations in developing and implementing impaired driving awareness campaigns; and promoting enforcement of Indiana's impaired driving laws.

In 2019, the impaired driving program manager participated in all of ICJI's traffic safety update meetings, which consist of training sessions for local law enforcement regarding upcoming funding availabilities while providing project oversight for: Traffic Safety Resource Prosecutor, DRE/Standard Field Sobriety Test (SFST) Training Program, Ignition Interlock, and Summer Impaired Driving Enforcement Project. Impaired driving funds paid for the program manager's salary, benefits, and travel costs to impaired driving related conferences and training seminars.

## IMPAIRED DRIVING ENFORCEMENT (DUI TASK FORCE)

**Project Number: M6X-2019-09-00-01**

*Funding Source(s): 164 Funds*

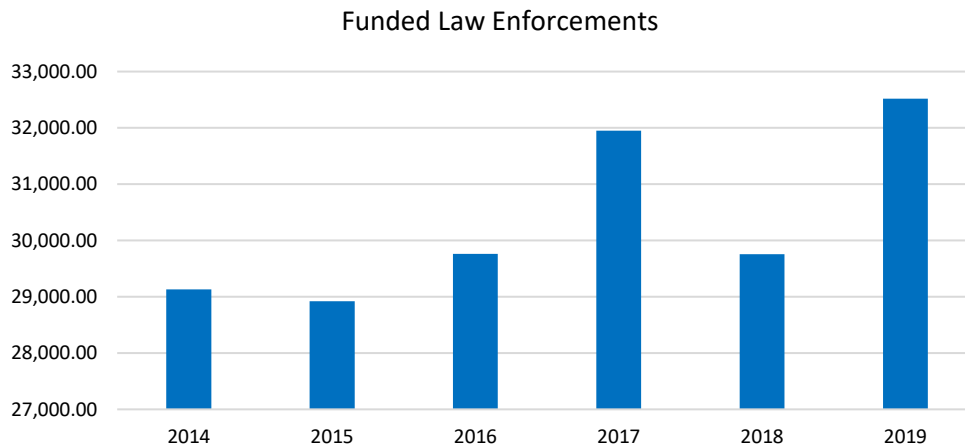
Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

With a continued focus on deterrence, Task Force agencies stepped up their enforcement, intensifying high visibility and sustained strategies in order to change behaviors of those willing to drink and drive. Thirty-seven counties comprised the DUI Task Force program, supplemented with 14 ISP districts throughout the state. These agencies were provided overtime funding for officers to detect and arrest impaired drivers utilizing HVE efforts such as sobriety checkpoints. In FY 2019, the DUI Task Force program issued 57,755 citations/arrests, with 2,879 DUI arrests made for alcohol specifically within this program.

With the renewed efforts in HVE, ICJI saw new agencies participate in sobriety checkpoints. In conjunction with programmatic staff, ICJI's regional LEL network and the state's Traffic Safety Resource Prosecutor, Indiana was able to saturate new areas with HVE. DUI Task Force Indiana was also instrumental in implementing NHTSA recommended HVE techniques by conducting 36 sobriety checkpoints, with 4,941 vehicles entering checkpoints for screening.

In FY18, Portable Breath Testing devices (PBTs) were provided to participating agencies with 3,347 PBTs administered. In FY19, 4,029 PBTs were administered, an increase of 20.3% above those administered in FY18.

*DUI Hours worked by Funded Law Enforcement Agencies*



Impaired Driving Grant Funded Enforcement Activities for All Agencies, FY 2019

Impaired Driving Citations Detail for Grant Funded Activities for All Agencies, FY 2019				
Citations	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2019
Seat Belt	23	991	174	1,188
Child Restraint	8	115	30	153
Misdemeanor DUI	95	2,814	892	3,801
Felony DUI	4	317	1	322
Underage Alcohol	2	46	0	48
Suspended License	53	1,556	408	2,017
Speed	41	3,577	843	4,461
Motorcycle Permit/ License Violation	3	54	0	57
Criminal Misdemeanor	62	1,466	1,924	3,452
Criminal Felony	10	465	400	875
Texting	0	48	0	48
All Others	452	10,502	15,515	37,777
<b>Grand Total</b>	<b>547</b>	<b>18,751</b>	<b>6,615</b>	<b>25,655</b>

Source: OPO database: DUI

## INDIANA STATE POLICE – IMPAIRED DRIVING

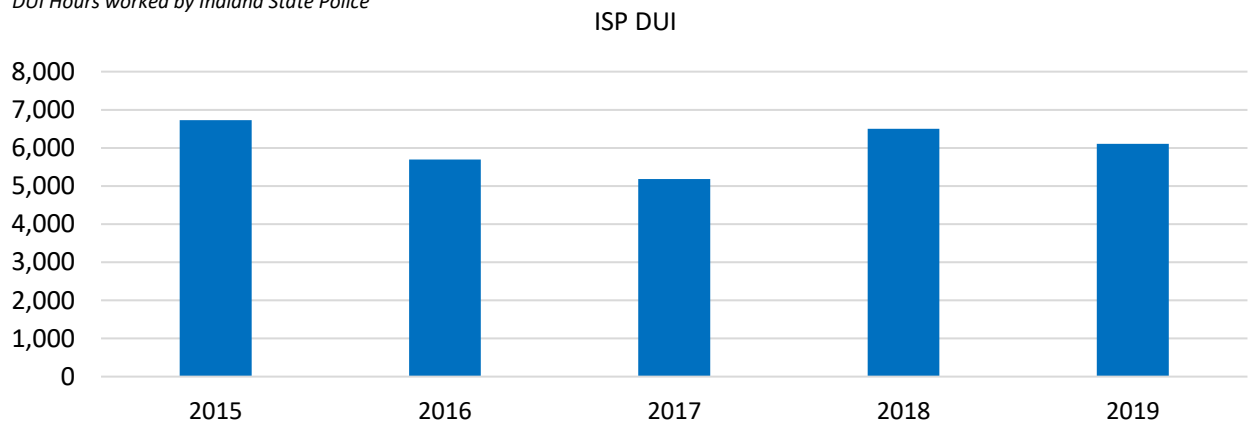
Project Number: PT-2019-04-00-00,

Funding Source: 405D Funds

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

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

DUI Hours worked by Indiana State Police



405D Grant Funded Enforcement Activities for ISP, FY 2019

**Citations Detail for 405D Grant Funded Activities of the ISP, FY 2019**

Citations	Impaired Driving Patrols
Seat Belt	174
Child Restraint	30
Misdemeanor DUI	772
Felony DUI	0
Underage Alcohol	0
Suspended License	407
Speed	2,377
Motorcycle Permit/ License Violation	0
Criminal Misdemeanor	1,924
Criminal Felony	400
Texting	0
All Others	513
<b>Grand Total</b>	<b>6,597</b>

Source: OPO database: DUI

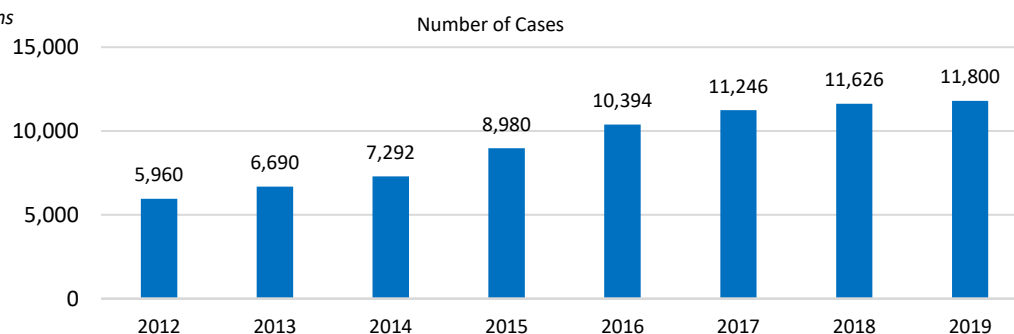
**DEPARTMENT OF TOXICOLOGY BACKLOG REDUCTION****Project Number: M3DA-2019-07-00-0**

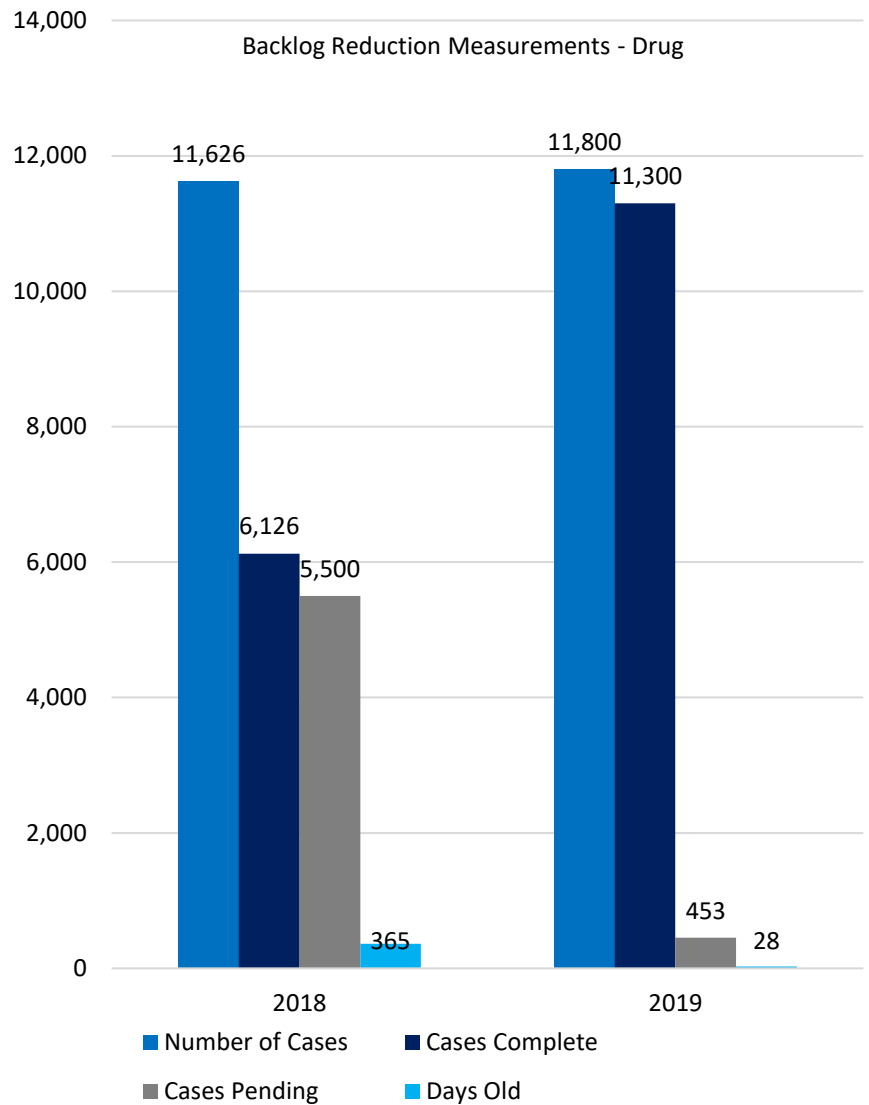
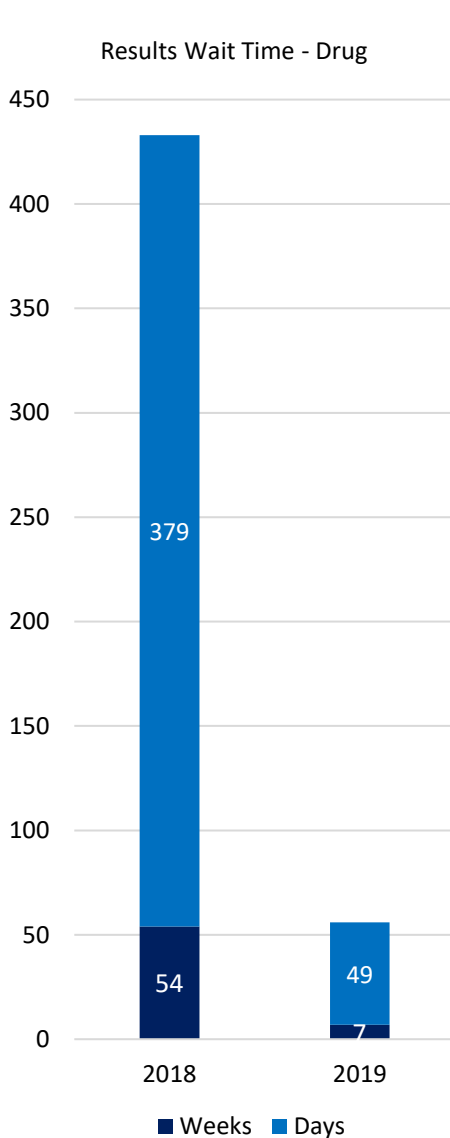
Funding Source: 405D Funds

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

This project funded outsourcing to reduce the Indiana State Department of Toxicology backlog of approximately 5,300 traffic-related drug cases. While the alcohol turnaround time for analysis was less than 60 days, the turnaround time for traffic-related drug cases submitted for analysis was approximately 11 months. The lengthy turnaround time for drug analysis was delaying prosecution of impaired driving crashes and DRE evaluation results in all 92 Indiana counties. This project improved timeliness and completeness in the ARIES database and citation/adjudication database and reduced the backlog from 10 months to four months. At the end of FY19, the number of cases pending analysis was reduced by 91.8% from 5,500 to 453. The reporting time for analyzed results was reduced from 54 weeks to 7, or 49 days. In FY20, TSD will continue to support this project, sustaining the reporting period of less than 90 days. Full visualization of project impact will be assessable in FY21 and FY22, as officers and prosecutors begin to aggressively re-engage the DUI enforcement arena knowing toxicology results for their efforts will be available to swiftly move the legal and administrative processes.

Case submissions





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

**Project Number: M6X-2019-04-00-00**

*Funding Source: 405D Funds*

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

The DRE Program in Indiana completed a milestone, completing 30 years as a state with the IACP Drug Evaluation and Classification Program. Starting in 1998 with 20 officers, FY19 finished with 246 Certified DRE officers. In April 2019, the program

transitioned to a new DRE State Coordinator with 30 years of experience with the Indiana DRE Program. In FY19, Indiana returned to providing two DRE Schools after providing a single school per year in FY2016-2018. The two schools added 28 additional DRE officers. A total of seven ARIDE trainings were provided training 100 additional officers in ARIDE.

Training planned for FY20, outside of Basic Academy SFST trainings, include:

- » SFST Instructor School - March (28 Students)
- » SFST Instructor School - September (28 Students)
- » DRE School – Jan (24 Students for each training)
- » DRE School – Sept (24 Students for each training)
- » ARIDE Trainings – Ongoing
- » SFST Instructor Refresher and DRE Refresher Trainings April 2020

## DRE TABLET DATA ENTRY AND MANAGEMENT SYSTEM

**Project Number: M6X-2018-04-00-05**

*Funding Source: 405D Funds*

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

This project funded the purchase of 50 tablets and associated hardware, software and license fees to support Indiana's DRE program. The 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 the Rockefeller College 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 appropriate countermeasures.

Indiana discontinued the agreement with ITSMR at the end of FY19, after evaluation of requirements made by the software provider that Indiana was not able to legally comply with.

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

**Project Number: M6X-2019-06-00-00**

*Funding Source: 164 Funds*

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

The Indiana State Excise Police, the law enforcement division of the Indiana Alcohol and Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2019, Excise Police received funding from ICJI to conduct three enforcement initiatives; Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), and Intensified College Enforcement (ICE), all of which focused on reducing the availability of alcoholic beverages to persons who cannot legally possess, consume, transport, or purchase alcohol.

The overall goal of the Indiana State Excise Police combined SUDS/SCIS/ICE programs is to ultimately reduce the amount of alcohol available and consumed by persons less than 21 years of age in the state of Indiana. Therefore, decreasing the chance of minors being injured, hospitalized and even killed due to problems associated with underage drinking.

Excise officers conducted 344 SUDS, CIS, and ICE details statewide during FY2019 (February 1-September 30). During those details, 1,006 citations were issued specifically for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. A total of 1,569 citations/arrests and 455 written warnings were issued. CIS allows officers to work one-on-one with alcoholic beverage providers on how to recognize false identifications.

During the 167 SUDS details in FY 2019, juveniles/minors were prevented from further consuming and possessing alcoholic beverages illegally. There were 1,130 citations issued, 883 arrests and 247 written warnings issued during SUDS details. Of these, 569 arrests/citations/warnings were specifically for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. SUDS details are conducted at large events where underage drinking often occurs. Such events include Indiana University's Little 500, the Indianapolis 500, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, concerts at Klipsch Music Center, White River State Park, and many more events.

The Indiana State Excise Police aimed to conduct at least 75 CIS details statewide in package liquor stores, grocery stores, and pharmacies where

alcoholic beverages are sold for off premise consumption. A total of 58 CIS details were conducted statewide. During those details, excise officers issued 40 total citations, 29 citations/arrests and 11 written warnings. Cops-in-Shops is primarily an educational and relationship building program between the Indiana State Excise Police and alcoholic beverage retailers.

The Indiana State Excise Police aimed to conduct at least 125 ICE details on and around the specified college and university campuses. In FY19, 119 ICE details were conducted statewide during the grant period, during those details, Excise Officers issued 854 total citations. 657 arrest/citation and 197 written warnings. Specifically, 417 arrests/citations/warnings were for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol and 203 citations were issued specifically for False ID related charges.

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

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## TRAFFIC SAFETY RESOURCE PROSECUTOR

**Project Number: M6X-2019-06-00-00**

*Funding Source: 405D Funds*

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

During FY 2019, the TSRP provided over 100 hours of continuing legal education for prosecutors, from introductory courses such as Evidence Boot Camp to more advanced trial techniques in Visual Trial. In addition, this year was the first time the Trial Advocacy Course focused on drugged driving. As the threat of drugged driving has begun to overtake the number of alcohol involved fatality incidents, this

training focused on dealing with drugged drivers in court. This training was in addition to the over 500 support calls fielded from prosecutors, legislators, and judges throughout the state. This year continues a trend of increasing training and support hours and looks to continue to grow in FY 2020.

The TSRP continued to work with all branches of Indiana government, serving on working groups with the Office of Court Technology, Bureau of Motor Vehicles, Indiana Department of Toxicology, Indiana State Police, Indiana State Excise Police, and the Legislative Services Agency. These groups worked to help the state implement new laws, as well as streamline existing procedures in traffic law to ensure stronger cases, faster processing times, and cost savings. The TSRP program continues to work closely with the DRE program, as well as conducting training on legal aspects and courtroom considerations for Standardized Field Sobriety Test training at the Indiana Law Enforcement Academy.

The *Legislative Update Section* of this report details the actions of the TSRP to work with the Legislative Services Agency and Legislature to keenly observe and defend proposed changes that impact traffic safety and enforcement efforts in Indiana.

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## JUDICIAL OUTREACH LIAISON

**Project Number: M6X-2019-12-00-08**

*Funding Source: 405D Funds*

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

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

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

In 2017, the Indiana Legislature passed a bill to allow for ICJI to oversee the establishment of standards for



service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana. The JOL works with Judges throughout Indiana to educate on ignition interlock availability and effectiveness.

## PAID AND EARNED MEDIA – IMPAIRED DRIVING

**Project Number: FDLPEM-2019-07-03-12**

*Funding Source: 405d Funds*

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

National research has shown that one of the most effective methods of changing driver behavior is by pairing publicity with highly visible traffic enforcement. Towards this goal, ICJI's Communications Director, in partnership with the Traffic Safety Division, conducted several targeted media campaigns to reduce alcohol- and drug-impaired driving in Indiana. Primarily, the campaigns focused on men (ages 21-34), who made up 72 percent of all alcohol-impaired crashes and 83 percent of alcohol-impaired fatal crashes, and coincided with national enforcement mobilizations. Based on ICJI data, as well as NHTSA's communications calendar, the campaigns were conducted during peak travel seasons (Thursday – Sunday), with a majority of media purchasing occurring in geographic problem areas around the state. Due to timing, budget, target demographics and subject matter, the Traffic Safety Division, primarily advertised in streaming and terrestrial radio, mobile and web display ads and changeable digital billboards.

### Safe Holiday Travel National Mobilization

According to NHTSA's data, the Christmas and New Year's holiday travel seasons are two of the deadliest times of the year for alcohol- and drug-impaired driving fatalities. To keep people safe on the road and put an end to impaired driving during the holiday season, ICJI launched a digital, radio and out-of-home media campaign, complementing the efforts being done by NHTSA, as well as the increased enforcement activity taking place in Indiana and across the nation. The campaign was conducted from Dec. 20, 2018, to Jan. 1, 2019, and targeted the Evansville, Fort Wayne and northwest Indiana regions, which have a higher number of impaired driving-related incidents, according to ICJI

data. Using NHTSA's creative assets (*Drive Sober or Get Pulled Over; If You Feel Different, You Drive Different*), ICJI targeted men ages 21-34 (primary) and women ages 21-44 (secondary).

Highlights include

- » Total digital impressions: 5,506,653
- » Total Pandora impressions: 169,037
- » Total radio spots: 884
- » Total Billboards: 14
- » Added value: \$13,950 20 percent (includes seat belt campaign)

Media Market	Radio spots	Pandora Audio Impressions	Digital Billboards
Evansville	384	74,000	4
Fort Wayne	334	68,000	5
Northwest Indiana	166	27,037	5

In addition to paid media, ICJI's Communications Director also used earned media to reach a broader audience. Building off of NHTSA's content, ICJI developed Indiana-specific template news releases and social-media content that law enforcement agencies, participating in the national enforcement campaign, were able to use to: raise awareness about the increased enforcement period, promote safe travel messaging and publicize the campaign's results.

### Super Bowl Safe Travel Campaign

Super Bowl has become synonymous with drinking and celebrating, making roads on Super Bowl weekend dangerous. To keep road users safe and put an end to alcohol- and drug-impaired driving during Super Bowl season, ICJI launched a digital campaign to complement the national media buying that was conducted by NHTSA. The campaign ran programmatic display, pre-roll video and ConnectedTV from Jan. 31, 2019, through Feb. 3, 2019, and targeted men ages 21-34 (primary) and women ages 21-44 (secondary). Using NHTSA's creative assets (*Fans Don't Let Fans Drive Drunk; If You Feel Different, You Drive Different*), the campaign was conducted statewide, with an

emphasis on the Evansville, Fort Wayne and northwest Indiana regions, which have a higher number of impaired driving-related incidents, according to ICJI data. In total, the campaign served just shy of 2.7 million impressions. Programmatic display served the most impressions at 2.15 million, earned 2,255 ad clicks with a click-through rate (CTR) of 0.10 percent. Pre-roll video earned the most clicks at 4,811 with a high CTR of 0.94 percent and a completion rate of 54.4 percent. ConnectedTV added another 17,365 impressions with a 95 percent ad completion rate.

#### Highlights include

- » Total digital impressions: 2,686,127
- » Total clicks: 7,066

Digital			
Media	Impressions	Clicks	CTR
Programmatic Display	2,158,401	0.10%	0.10%
Programmatic Video	510,361	4,811	0.94%
ConnectedTV	17,365		

#### St. Patrick's Day/March Madness Safe Travel Campaign

Notoriously, St. Patrick's Day is one of the biggest drinking nights of the year, which means more drunk drivers on the roads. Simultaneously, this is happening during March Madness season, which is also a time when impaired driving crashes are high. To keep people safe on the road and put an end to impaired driving during March, ICJI conducted a two-part digital, radio and out-of-home media campaign, complementing the efforts being done by NHTSA, as well as the increased enforcement activity taking place in Indiana and across the nation.

Using NHTSA's creative assets (*Drive Sober or Get Pulled Over; No Big Deal; If You Feel Different, You Drive Different*), ICJI targeted men ages 21-34 (primary) and women ages 21-44 (secondary). The radio campaign was conducted from March 14, 2019, to Feb. 3, 2019, and ran statewide, with an emphasis on the Evansville, Fort Wayne and northwest Indiana regions, which have a higher number of impaired driving-related incidents,

according to ICJI data. The digital campaign, which ran programmatic display, pre-roll video and ConnectedTV from March 14, to 24, served over 940,000 impressions and 2,688 ad clicks.

Programmatic display served the most impressions at 527,000 and earned 562 ad clicks with a click-through rate (CTR) of 0.11 percent. Pre-roll video earned the most clicks at 2,126 with a CTR of 0.54 percent. ConnectedTV added another 15,870 impressions.

#### Highlights include

- » Total digital impressions: 940,341
- » Total clicks: 2,688
- » Total radio/out of home impressions: 1,957,848
- » Total radio spots: 1,497
- » Total digital billboards purchased: 21
- » Added value: \$4,265/18 percent

Radio	
Media Market	Radio Spots
Evansville	182
Fort Wayne	165
Indianapolis	417
Lafayette	168
Muncie	77
South Bend	124
Terre Haute	166
Northwest Indiana	198

Digital			
Media	Impressions	Clicks	CTR
Programmatic Display	527,368	562	0.11%
Programmatic Video	397,103	2,126	0.54%
ConnectedTV	15,870		

### Drive Sober or Get Pulled Over National Mobilization

As part of the national mobilization *Drive Sober or Get Pulled Over*, ICJI conducted a multi-faceted digital, radio and out-of-home media campaign, complementing the efforts being done by NHTSA, as well as the increased enforcement activity taking place in Indiana and across the nation. The purpose of the campaign was to reduce the number of crashes and fatalities due to impaired driving, with a special focus on Labor Day holiday weekend, which is one of the deadliest times of the year for impaired-driving fatalities.

The campaign was conducted from Aug. 7, 2019, to Sept. 30, 2019, and ran statewide, with an emphasis on LaGrange, LaPorte, Newton, Allen, Wabash, Tipton, Brown, Pike, Jasper, Spencer, Dubois, Tippecanoe, Clinton, Washington, Perry, Orange, Porter, Lake, DeKalb, Steuben and Noble counties. Using NHTSA's creative assets (*Drive Sober or Get Pulled Over; If You Feel Different, You Drive Different; Ride Sober or Get Pulled Over*), ICJI targeted men ages 21-34 (primary) and women ages 21-44 (secondary) in the three-part campaign.

The digital component of the campaign served over 13.6 million impressions and earned 18,157 ad clicks through a combination of programmatic display and video, Facebook display and video, and Twitter ads. Programmatic display earned 4.4 million impressions and 8,364 clicks, while programmatic video earned over 2.0 million impressions and had a 69 percent completion rate. Facebook social display and video campaign earned over 6.5 million impressions and reached over 764,000 people in September. Twitter earned over 540,000 impressions and 2,109 engagements to the advertising.

- » Total digital impressions: 13,626,289
- » Total clicks: 18,157
- » Total radio/Out of home impressions: 17,321,838
- » Total radio spots: 2,819
- » Added value: \$6,699/20 percent

Digital		
Media	Impressions	Clicks
Programmatic Digital	6,492,084	11,559
Twitter	6,593,762	5,607
Facebook	540,443	991

### Sports and Event Marketing

Starting in the summer of 2018, the Traffic Safety Division brought on Alliance Highway Safety group to target various supporting events around the state, ranging from professional teams, like the Pacers, to high school football games. The goal was to encourage safe travel (primarily focused on driving sober and buckling up) by creating a fun, engaging experience for ICJI's primary target demographic (men ages 21-34) in an environment they are comfortable in. Staffed by Alliance, an interactive booth was set up at each event that featured safe travel messaging, a virtual reality driving simulator and engaging activities. Throughout the events, Alliance staff would talk to the participants about the importance of driving sober and buckling up, which was well received due to the approachability and experience of staff, as well as the venue location (see page 65 for a full summary of events).







FY 2019

Indiana Criminal Justice Institute

# MOTORCYCLE SAFETY



# MOTORCYCLE SAFETY

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

In FY19, there were an estimated 108 motorcycle fatalities meeting the Performance Metric Target for motorcycle fatalities. Indiana records motorcycle fatality data to include vehicles classified as: Motorcycle, Moped, Motor Driven Cycle Class A and Motor Driven Cycle Class B.

TSD has reviewed 2019 motorcycle crash data and found that unendorsed riders continue to be significantly represented in motorcycle crashes versus properly endorsed operators. In FY 2020, TSD will work with BMV and other partners to continue a project to contact all known unendorsed operators of registered motorcycles in Indiana with a strategically planned message. This message will include information on the benefits of becoming a properly trained and endorsed motorcyclist and the consequences of failure to obtain the required endorsement.

Indiana law requires helmets to be worn by motorcyclists who are under 18 years old or anyone who only has a motorcycle learner's permit. In 2019, an estimated 69 of the 108, or 63.8%, motorcycle or moped riders involved in fatal collisions were not wearing helmets. Motorcyclists in fatal collisions were identified as being at fault in 65.7% of the crashes. The top three recorded primary causes for fatal motorcycle collision in 2019 were: failure to yield right of way (25 collisions), ran off road right (19 collisions), and unsafe speed (12 collisions).

## PROJECTS

### PROGRAM MANAGEMENT – MOTORCYCLE

**Project Number: M3DA-2018-01-00-00**

*Funding Source: 402 Funds*

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

In FY 2019, the ICJI program manager coordinated and oversaw motorcycle safety initiatives using 402 funds for communication and educational programs. The program manager's responsibilities also included monitoring subgrantee compliance with the motorcycle HVE project.

### MIRACLE RIDE

**Project Number: M9X-2019-01-00-00**

*Funding Source: 405F Funds*

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

TSD partnered with ABATE (American Bikers Aimed Toward Education) to promote motorcycle safety awareness at a statewide kick-off event in Indianapolis in early May. For the fifth year, ICJI was a title sponsor for the Miracle Ride for Riley Hospital for Children. This is one of the largest motorcycle fundraising events in the state with more than 4,000 riders. The messages "Get Legal. Get Licensed," "Ride Sober or Get Pulled Over," and "Be Aware, Motorcycles are Everywhere" were visible at the event and were published in multiple editions of the Hoosier Motorcyclist Magazine and several other

motorcycle publications, reaching over 150,000 riders.

## UN-ENDORSED MOTORCYCLE RIDER INITIATIVE - BMV

**Project Number:** FDL\*MC-2018-00-01-01

*Funding Source:* 405F Funds

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

In collaboration with the Indiana Bureau of Motor Vehicles (BMV), CJI 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 initiated in April 2018 and completed the mailing of 1500 notices, approximately 70 of these were returned, where the intended recipient had relocated from the address demonstrating a 95.3% delivery achievement rate.

## PAID MEDIA

**Project Number:** FDLPEM-2019-07-03-12

*Funding Source:* 405D Funds

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

In 2018 motorcycle crashes, the other vehicle's driver was more likely to be at fault for primary factors of unsafe backing, failure to yield right of way, improper turning and distraction. Young drivers, particularly young males, represent the

highest proportion of drivers in 2017 crashes involved in dangerous driving, which includes speeding, disregarding a traffic signal or sign, and following too closely.

## Motorcycle Awareness Campaign

In an effort to reduce the number of motorcyclist traffic deaths, injuries and crashes, involving multiple vehicles, ICJI conducted a digital campaign from July 1, 2019, through Sept. 8, 2019. The campaign served over 3.3 million impressions and earned 2,357 ad clicks through a combination of programmatic display and video, YouTube video, and Facebook display ads. Programmatic display earned 2.1 million impressions and 1,276 clicks, while programmatic video earned over 581,000 impressions and had a 69 percent completion rate. YouTube video added another 168,000 impressions and had a 47 percent video completion rate. The Facebook social display and video campaign earned over 365,000 impressions and reached over 73,000 people in June.

Highlights include

- » Total impressions: 3,286,253
- » AV: \$6,840/21 percent

Digital		
Media	Impressions	Clicks
Programmatic Digital	2,170,970	1,276
Programmatic Video	581,204	505
YouTube	168,850	155
Facebook	365,229	421







FY 2019

Indiana Criminal Justice Institute

**CHILD PASSENGER SAFETY**

# CHILD PASSENGER SAFETY

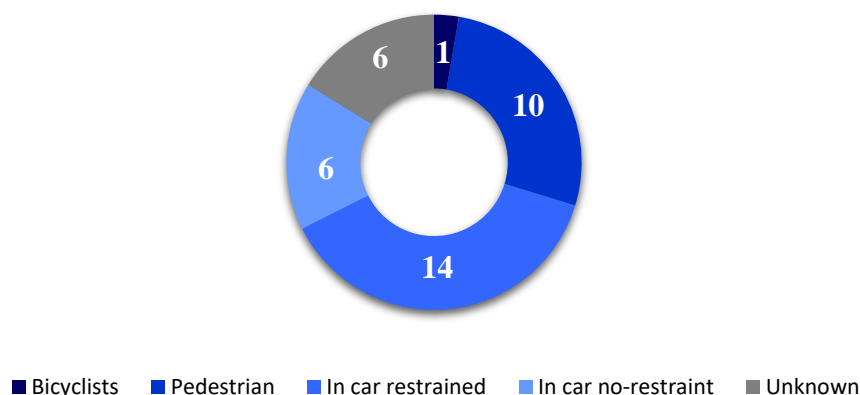
Indiana law requires children under the age of eight to be properly restrained in a child safety seat compliant with FMVS 213. There were 20 children under the age of eight that were killed in traffic crashes. Of those, 5 were reported as unrestrained. Seven children under the age of eight, whom were restrained using a child safety seat, were fatally injured. However, it is undetermined whether or not these children were properly restrained.

A total of 37 children ages 15 and under were killed in traffic crashes in FY19, an increase from 33 in 2018. Of these fatalities, 26 were occupants of motor vehicles, 11 were either pedestrians or bicycle operators. For all collisions involving the death of children age 15 and under, impaired driving was a potential factor for four collisions, two had positive test results for either drugs or alcohol and two more are still pending toxicology completion.

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

*Type of Person and Restraint for Children Aged 15 and Under Killed in 2019 Traffic Collisions*

Type of Person and Restraints



*Source: Indiana State Police Crash Data*

## PROJECTS

### PROGRAM MANAGEMENT – CHILD PASSENGER SAFETY

**Project Number: PT-2019-01-00-00**

*Funding Source: 402 Funds*

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

In FY 2019, the Child Passenger Safety Program Manager coordinated and provided oversight for child passenger safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance, promoting

education, monitoring enforcement of child passenger laws, and oversight of the child restraint distribution program for Indiana. Funding provided through 402 funds paid for the program manager's salary, benefits, and travel costs to conferences and trainings.

## AUTOMOTIVE SAFETY PROGRAM

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

**Project Number: M1X-2019-01-00-00**

*Funding Source: 405B Funds*

Children less than 15 years of age: Pedestrian Fatalities

**Project Number: PS-2019-12-01-09**

*Funding Source: 402 Funds*

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

During FY 2019, ICJI continued to support the Automotive Safety Program (ASP) at the Indiana University School of Medicine, which sought to

reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of ASP at inception was to design and promote traffic safety initiatives for children in Indiana. ASP provided statewide public information and education programs to increase the correct use of child restraints. ASP funded 48 child safety seat clinics throughout the state, which led to 961 inspections and 655 (68%) seats distributed to families in need.

In FY 2019, ASP utilized the National Child Passenger Safety Curriculum to conduct 31 Child Passenger Safety Technician (CPST) certification classes throughout Indiana. These classes were held in the following counties: Marion, Daviess, Delaware, Allen, Vanderburgh, Tippecanoe, Ripley, Jackson, Saint Joe, Harrison, Porter, Monroe, Wayne, and Lake. By conducting these classes, ASP added 281 new technicians, 22 of which were law enforcement officers. At the end of FY 2019, there were a total of 1,364 child passenger safety technicians and instructors in Indiana, an overall net loss of 10.5%.

### ASP Activities

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

ASP continued outreach to minority populations to educate families on child passenger safety, focusing primarily on the increasing Hispanic population. Funding again was specifically provided for a Latino Project Manager during FY 2019.

The annual car seat clinic at the Indianapolis Zoo Clinic was held on Monday, June 3, 2019, from 5-7pm. Coordinated by the ASP Program Director/Safe Kids Indiana Project Manager and State Child Passenger Safety Project Manager and a Committee

of CPSTs with emergency response experience, 84 CPSTs and CPSTIs, and 50 volunteers/interpreters helped at the event. During that time, 194 car seat inspections were completed and a total of 146 car seats were provided to families. Dorel Juvenile donated 200 car seats for the clinic and ISDH provided the remainder. Anthem supported the clinic with volunteers, tents, refreshments and giveaways and snacks for the families attending the event.



ICJI provides funding for Safe Kids Indiana through ASP at the Indiana University School of Medicine. Safe Kids Indiana provides mini grants for traffic safety initiatives to Safe Kids chapters and coalition across the state. At the end of FY 2019, there were 14 registered local coalitions covering 18 counties and one state coalition in Indiana. SAFE KIDS participated in many events to provide education regarding bicycle and pedestrian safety.

## CHILD RESTRAINT DISTRIBUTION GRANT

**Project Number: M1X-2019-03-00-01**

*Funding Source: 405B Funds*

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

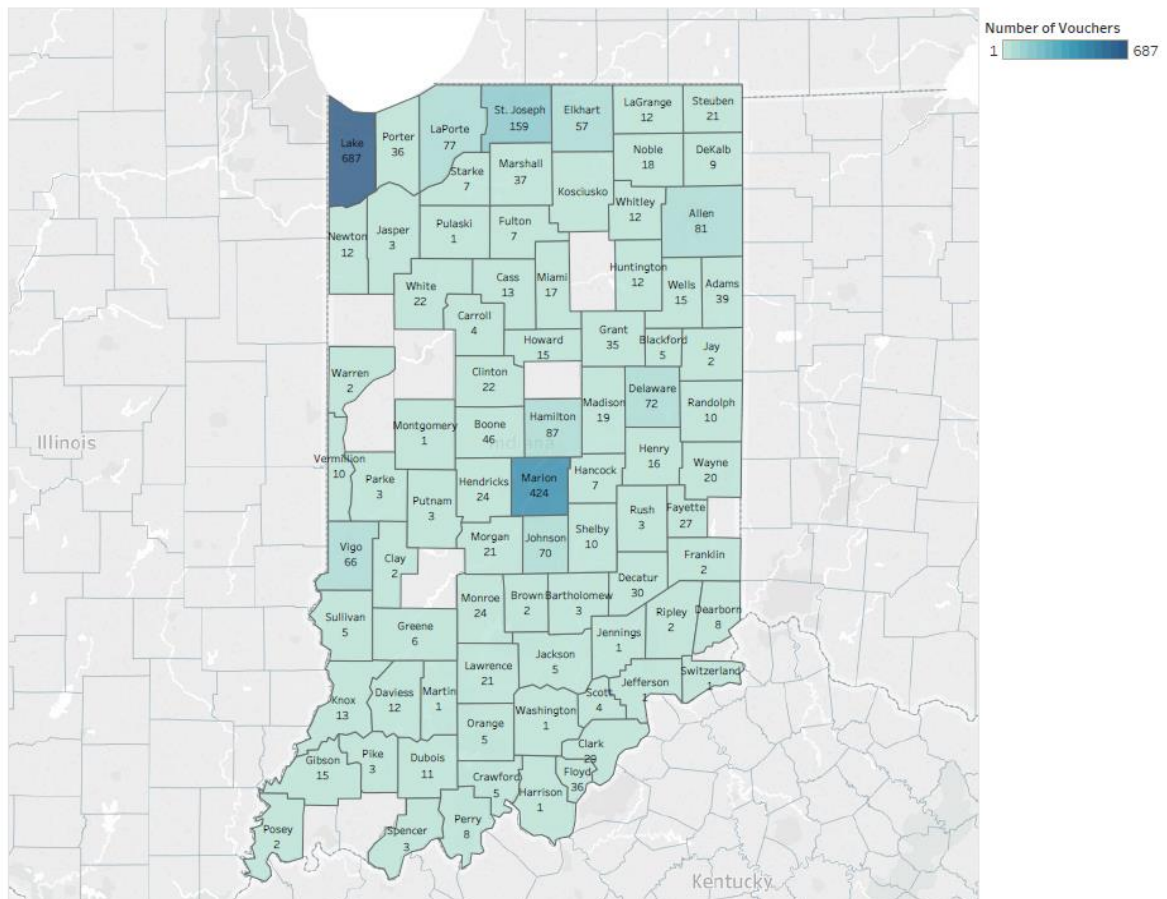
Indiana utilizes state funding, Title V funding from the Indiana State Health Department, and the funding from this project to support Child Restraint Distribution Grants. ICJI returned direct responsibility as administering agency for Project L.O.V.E. (Law Officer Voucher and Enforcement) to

ICJI in FY 2018. This program was designed specifically for law enforcement to provide families with education on the proper use and installation of child restraints during traffic stops.

This initiative was moved to the eCWS system in September 2014, allowing vouchers to be automatically printed with the citation for children traveling without properly installed child restraints. In FY19, 3,102 Project Love Vouchers were issued through eCWS. Law enforcement officers were also offered paper vouchers, which they could distribute at the scene of a crash if their agency was not using eCWS. The chart below shows by county where Project Love Vouchers were issued.

Indiana law requires child restraint usage until age 8. In FY 2019, ICJI funded 73 child passenger safety inspection stations throughout the state. Those 73 inspection stations completed 7,429 child restraint inspections and distributed 4,036 child restraints.

*Number of Project LOVE Vouchers Issued per county*







FY 2019

Indiana Criminal Justice Institute

**YOUNG DRIVERS**



# YOUNG DRIVERS

The goal for the Young Driver Program was to reduce the number of fatal crashes among this age group. In FY19, 101 young drivers were involved in fatal crashes, which is less than the target of 109. Impaired driving was a potential factor in seven collisions, six had positive test results for either alcohol or drugs and one is still pending toxicology completion. Among those in the vehicle with young drivers during a collision, 22 passengers between the ages of 15 and 20 were killed and 30 received incapacitating injuries.

## PROJECTS

### PROGRAM MANAGEMENT – YOUNG DRIVERS

**Project Number: PT-2018-01-00-00**

*Funding Source: 405B Funds*

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

The program manager is a shared-time position and oversaw the ASP, Excise Police, Indiana SADD, pedestrian, bicyclist and teen driver programs in FY 2018. This included responsibility for two Rule the Road events (402 funds).

### STUDENTS AGAINST DESTRUCTIVE DECISIONS – TEEN TRAFFIC SAFETY

**Project Number: M6X-2018-07-00-00**

*Funding Source: 405B Funds*

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

SADD's mission is to provide students with the best prevention tools possible to confront the issues of underage drinking, drug use, risky and impaired driving, and other destructive decisions. Starting with 80 in 2000, Indiana SADD continues to expand the number of chapters in high schools and currently has 88 registered chapters in schools across Indiana. National SADD launched a new database for registering SADD chapters with not all chapters completing registration.

#### *SADD Chapters*

SADD Chapters	
2015	255
2016	266
2017	261
2018	241
2019	88

The Indiana SADD Kick-Off Event to launch the school year was held on September 30 in Indianapolis with 100 students and advisors representing 14 schools. In addition, SADD Chapters unable to attend in person

were provided a comprehensive overview of the resources and materials available to them from Indiana SADD. As a result of the Kick-Off and additional outreach to SADD Chapters, FCCLA groups, the Indiana Student Council Association, and School Resource Officers, multiple peer-to-peer trainings and in-person program support have been scheduled, including What Do You Consider Lethal? Lead the Leader orientations and support for Textless Live More activities.

Indiana SADD also provided support at Rule the Road events in Batesville on September 12, and Jeffersonville on September 24, as well as Sugar Creek Safety Day on September 28. In addition to making our distracted driving simulator available at the Rule the Road events, a video was created at each event and posted to social media to expand the reach of these programs beyond the participating students to parents and other community members.



Finally, ongoing outreach to schools regarding the registration process for SADD Chapters has continued so that we may identify active and recruit new chapters. Eighty-eight are currently registered in the SADD national portal of the 399 that had been active at some time since 2011. Indiana SADD met with nearly 20 chapters at regional meetings and 33 schools attending the SADD end of year event. Through these events, the organization provided education and resources to chapters, and allowed them to network to gain new ideas, renew passion, and realize of the “bigger picture” of making an impact at the state level.

SADD worked with a small group of teens throughout the state who made up the Student Leadership Council and helped promote the SADD message. In addition, Indiana SADD continues to partner with many organizations outside of ICJI to promote their message to teens statewide.

## PAID MEDIA – DANGEROUS DRIVING/SPEEDING

**Project Number: FDL\*PM-2019-05-05-05**

*Funding Source: 405d Flex Funds*

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

Speeding endangers everyone on the road. In fact, in 2018, speeding killed 9,378 people nationwide. According to a 2016 NHTSA study, there are generally four different categories of speeding drivers: deliberate speeders, typical speeders, situational speeders and unintentional speeders. However, younger drivers, specifically younger men (ages 15-20), are at a higher risk of committing a speeding offence and of being repeat speeding offenders. In addition, males are generally overrepresented in speeding-related fatality statistics. As a result of a federal grant from NHTSA, law enforcement officers in Indiana were able to conduct overtime patrols to enforce Indiana’s dangerous driving (i.e., speeding) laws. Working to prevent speeding and dangerous driving in Indiana, ICJI conducted a digital campaign, which ran Facebook display, Twitter advertising, programmatic display, pre-roll video and ConnectedTV from February 26, 2019, through March 17, 2019, complementing the efforts being done by NHTSA, as well as the increased enforcement activity taking place in Indiana. Using NHTSA’s creative assets on

speeding, the campaign targeted men ages 15-20 (primary) and females ages 15-20 (secondary), and ran statewide, with an emphasis on Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Noble, DeKalb, Allen, Huntington, Wells, Grant, Carroll, Tippecanoe, Warren, Vermillion, Putnam, Monroe, Daviess, Martin, Decatur and Franklin counties.

In total, the campaign served close to 10 million impressions and 19,805 ad clicks. Facebook display earned almost 3 million impressions and reached over 337,000 people. Twitter garnered over 350,000 impressions and over-delivered on engagement with the ad; 0.99 percent versus the average engagement on Twitter of 0.09 percent-0.33 percent. Both Facebook and Twitter campaigns delivered more impressions and clicks to males which was a goal of the campaign. Programmatic display served the most impressions at 4.7 million, earned 6,876 ad clicks with a CTR of 0.15 percent. Programmatic pre-roll video delivered over 1.6 million impressions and a CTR of 0.42 percent. YouTube pre-roll video earned over 195,000 impressions and 94 clicks. ConnectedTV added just shy of 45,000 impressions for an added reach of the initiative

Highlights include

- » Total digital impressions: 9,951,872
- » Total clicks: 19,807

Media	Impressions	Clicks	CTR
Facebook	2,996,955	4,768	0.16%
Twitter	352,703	1,163	0.33%
Programmatic Display Ad	4,729,918	6,876	0.15%
Programmatic Video	1,632,211	6,904	0.42%
YouTube	195,595	94	0.05%
ConnectedTV	44,490		

In addition to paid media, ICJI’s Communications Director also used earned media to reach a broader audience. Building off of NHTSA’s content, ICJI developed Indiana-specific template news releases and social-media content that law enforcement agencies participating in the national mobilization campaign used to: raise awareness about the increased enforcement period, promote safe travel messaging and publicize the campaign’s results.



## PEDESTRIAN/BICYCLISTS



# PEDESTRIAN - BICYCLISTS

In FY19, there were 99 pedestrian fatalities with a target of 84 not being obtained. There were 16 bicyclist and other cyclist fatalities in FY19, which is a decrease from 24 in 2018, but above the 2019 target of 14 fatalities.

## PROJECTS

### PROGRAM MANAGEMENT – PEDESTRIAN AND BICYCLISTS

**Project Number: PT-2019-01-00-00**

*Funding Source: 402 Funds*

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

In FY 2019, the pedestrian and bicyclists program manager was a shared time position which coordinated and oversaw pedestrian and bicyclist safety initiatives. The program manager's responsibilities included monitoring subgrantee compliance and performance and promoting education and enforcement of laws regarding pedestrians and bicyclists. These funds paid for the program manager's salary, benefits, and travel costs to conferences and trainings.

### PEDESTRIAN AND BICYCLE FATALITY PREVENTION PROGRAM

**Project Number: PS-2019-02-00-00**

*Funding Source: 402 Funds*

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

In FY 2019, ICJI funded 12 pedestrian and bicycle safety programs, ten of which were law enforcement agencies. These ten law enforcement agencies conducted high visibility patrols throughout their communities educating pedestrians, bicyclists, and motorists on how to properly share the road. In addition to HVE activities, the Hammond Police

Department reopened a safety village for children and parents to receive information on traffic laws. IndyCog and Indiana Bicycle Coalition were both funded for their efforts in bicycle safety. Alliance for Health Promotion was funded for their efforts in pedestrian safety. They analyzed crash data from the Indianapolis area finding the most dangerous intersections for pedestrians. With this information, pedestrian safety zones were developed.

In FY20, law enforcement grantees will report into the OPO Database to log specific enforcement efforts in addition to the community education efforts.

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

**Project Number: PS-2019-00-01-00**

*Funding Source: 402 Funds*

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

The SAVE Project was added to the FY19 HSP as a dedicated, objective specific, and measurable program with focus specific on pedestrian safety during school bus loading and unloading.

The SAVE Project has a specific objective to utilize High Visibility Enforcement (HVE) in areas reported through a collaborative partnership between school corporations, school resource officers, and school bus drivers to create dialogue resulting in the

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

The project provided a specific mobilization period during FY2019 of July 31 – August 30, 2019, and specific working times for enforcement during each period will be limited to 0600 a.m. to 9:00 a.m. and 2:00 p.m. to 5:00 p.m. during weekdays.

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

The TSD awarded SAVE grants to 38 agencies in a total amount of \$380,000. During the mobilization 2,076 patrols were conducted using 5,564 hours. The Indiana Department of Education (DOE) annually completes a statewide one-day survey to collect the number of stop arm violations reported in one single day. This number revolves near 2,000 violations daily for the last several years. Using this as a pre-enforcement data point, the ability to collaborate with the DOE to evaluate effectiveness of this program. Assessment for effectiveness will be made in April of 2020 when the DOE conducts the annual reporting day.

*Citations During SAVE Grant Activities FY 2019*

Citations During SAVE Grant Funded Enforcement Activities, FY 2019	
Citations	Total 2019
Stop Arm Violations	453
Seat Belt	134
Child Restraint	16
Misdemeanor DUI	1
Felony DUI	0
Drug DUI	0
Automatic Signal Violation	173
Suspended License	110
Speed, 11-20 Over	911
Criminal Misdemeanor	21
Criminal Felony	2
All Others	854
Total Citations	2,675
Warnings Issued	1,430
Grand Total	4,105

Source: OPO database: SAVE

## PEDESTRIAN BICYCLE PROGRAM

**Project Number: PS-2019-02-00-10**

*Funding Source: 402Funds*

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

In FY 2019, ICJI funded 12 pedestrian and bicycle safety programs, ten of which were law enforcement agencies. These ten law enforcement agencies conducted high visibility patrols throughout their communities educating pedestrians, bicyclists, and motorists on how to properly share the road. In addition to HVE activities, the Hammond Police Department reopened a safety village for children and parents to receive information on traffic laws. IndyCog and Indiana Bicycle Coalition were both funded for their efforts in bicycle safety.

Alliance for Health Promotion was funded for their efforts in pedestrian safety. They analyzed crash data from the Indianapolis area finding the most dangerous intersections for pedestrians. With this information, pedestrian safety zones were developed.

### Citations During DDE Grant Funded Enforcement Activities, FY 2019

Citations	Total 2019
Seat Belt	2,208
Child Restraint	163
Misdemeanor DUI	2
Felony DUI	0
Drug DUI	0
Underage Alcohol	0
Suspended License	353
Speed	191
Motorcycle Permit/ License Violation	3
Criminal Misdemeanor	19
Criminal Felony	18
Texting	312
All Others	2,382
<b>Total Citations</b>	<b>5,651</b>
<b>Total Warnings</b>	<b>300</b>
<b>Grand Total</b>	<b>5,951</b>

Source: OPO database: DDE





FY 2019

Indiana Criminal Justice Institute

**SAFE COMMUNITIES TRAFFIC SAFETY**



# SAFE COMMUNITIES TRAFFIC SAFETY PROGRAMS

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

## PROJECTS

### STATEWIDE TRAINING

**Project Number: PA-2019-05-00-00**

*Funding Source: 402 Funds*

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

In FY 2019, the TSD conducted six “Listening for Learning” seminars in February and March of 2020. The purpose was to hear information from the local partners and integrate that information into the FY20 HSP. In March, the TSD provided an Impaired Driving Conference as part of the increased focus on the importance of drug impaired driving. During the conference, performance awards were issued to top performers from efforts made in FY18. In summer of FY19, seven traffic safety update meetings were held to inform subgrantees about upcoming grant solicitations and current crash trends. At these meetings, TSD staff sought input from subgrantees regarding the types of training they deem necessary to better implement occupant protection enforcement, drug and alcohol recognition and testing, child passenger safety, and legal traffic stops. Expectations of the subgrantees during the fiscal year were also reiterated. Funding paid for training facilities, travel costs, and training materials

### PLANNING AND ADMINISTRATION

**Project Number: PA-2019-01-00-00**

*Funding Source: 402 Funds*

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

The planning and administration project funds the overall operations of the traffic safety area. This includes the salary and benefits for the traffic safety director and staff as well as a research associate. The ICJI executive director, deputy director, and legal staff will also bill hours for work conducted on traffic safety projects. General office supplies, rent, utilities, and IT support are included in the budget for this project along with travel to conferences and trainings related to traffic safety programming. The Traffic Safety Division Director will provide oversight and monitoring of this project.

### LAW ENFORCEMENT LIAISON PROGRAM (LEL)

**Project Number: CP-2018-01-00-00**

*Funding Source: 405B Funds*

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

One method of reducing traffic fatalities is by encouraging active law enforcement participation in traffic safety enforcement programs. ICJI participated in the two national mobilization campaigns (*Click It or Ticket* and *Drive Sober or Get Pulled Over*) and active law enforcement participation is imperative to the success of these federally required programs. A proven method of increasing law enforcement participation is the utilization of LELs.

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

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

with assistance from CRS, were able to successfully administer the annual observational seat belt survey to 190 survey sites located in 47 counties across the state.

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### MOVING RADAR EQUIPMENT PROJECT

**Project Number: FDL\*MC-2019-00-01-01**

*Funding Source: 405D FLEX Funds*

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

In FY 2019, to address speeding as a leading contributing factor to traffic fatalities, the TSD completed the distribution of 790 moving radar units and 162 LIDAR speed timing devices to 150 local agencies, with an additional 50 units being distributed to the Indiana State Police. Agencies for eligibility were required to be minimally in the second year of an OPO Traffic Safety Grant where speeding was a specific target area for improvement.



## FY19 HSP PROJECTS NOT IMPLEMENTED

### OPERATION BELT UP - OBU

**Project Number: M1X-2019-03-00-00**

*Funding Source: 402 Funds*

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

The Operation Belt Up Program allocated funds for \$80,000 from 402 funds. These allocated funds support seat belt enforcement outside of blitzes, which will be an attempt to lower the unrestrained collision rate outside of blitzes. In 2017, there were 555 fatalities in rural Indiana (60.7 percent of all fatalities), and a little over half of rural fatalities were unrestrained. In 2018, there were 437 fatalities in rural Indiana (66 percent of all fatalities), and 55 percent of rural fatalities were unrestrained.

This is why this planned activity provides priority to the top 3rd rural Indiana counties, unless few apply. This planned activity provides an additional mobilization for rural Indiana counties with support for sustained enforcement.

Following listening sessions with intended recipients for this project, recipients expressed a better ability to utilize funds for this initiative in the Fall versus right before the Click it or Ticket Mobilization. This program was retained in the FY20 HSP and moved to a Fall, First Quarter FFY timeline.

### SUMMER IMPAIRED DRIVING ENFORCEMENT PROJECT

**Project Number: M6OT-2019-03-00-00**

*Funding Source: 402 Funds*

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

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

The SIDEPE Program was not implemented in FY19, due to limited response in FY18. The SIDEPE Program was retained in the FY20 HSP and incorporated into the Comprehensive Grant to increase the number of applicant agencies within targeted areas.

### MOTORCYCLE HIGH VISIBILITY ENFORCEMENT

**Project Number: M1X-2019-04-00-01**

*Funding Source: 402 Funds*

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

Since 2000, motorcycle registrations in Indiana have increased to an all-time high of over 200,000 in the State of Indiana. A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. 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.

In FY19, ICJI continued and encouraged law enforcement agencies to participate in the impaired riding crackdown project through other programs. In FY2018, six agencies applied for this specific opportunity, and the program was not launched in FY19.

## IGNITION INTERLOCK

**Project Number: FDLII-2019-01-01-01**

*Funding Source: 405D Funds*

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

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

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

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

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

This program remains part of the annual HSP to provide funding to courts to support ignition interlock when adjudicating offenders and management of the interlock program as necessary. Program management costs in FY19 were absorbed by the Impaired Driving Program Manager.

## DWI COURT TRAINING

**Project Number: FDLCS-2019-00-00-0**

*Funding Source: 405D Funds*

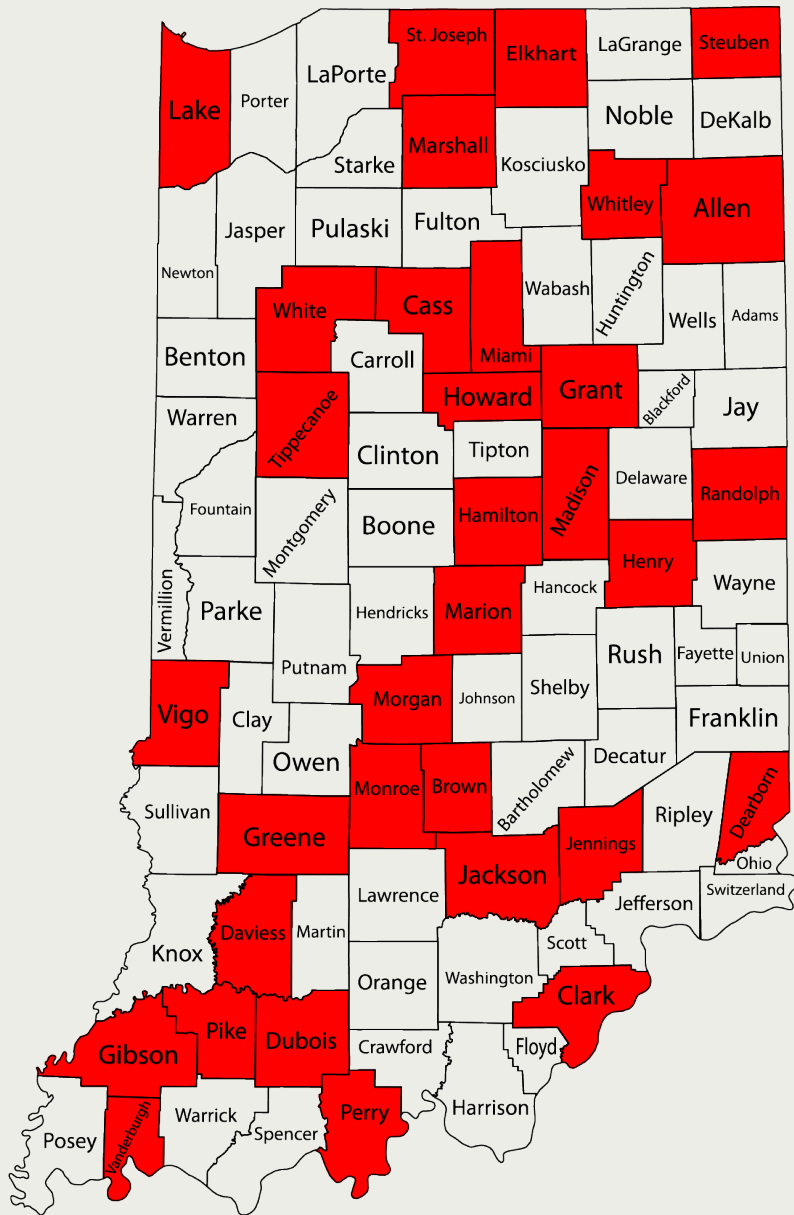
Linked PMTs: C-1:C-11, B-1, A-1:A-3, 16-20

DWI Courts project was not implemented in FY19, as Courts whom received training in FY18 are working to complete the implementation process. During ICJI's presentation at the Annual Judicial College through partnership with the JOL, no additional courts expressed interest or requested an opportunity for training.

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

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

In 2017, the Indiana legislature passed a bill to allow for ICJI to oversee the establishment of standards for service centers and inspections of Ignition Interlock devices. This is a significant step toward a NHTSA-preferred mandatory ignition interlock for Indiana. The JOL works with Judges throughout Indiana to educate on ignition interlock availability and effectiveness. This project remains a part of the annual HSP to provide training as determined necessary to support DWI Problem Solving Courts.



### Motorsports Project

Anderson County Speedway  
Angola Motorsport Speedway  
Baer Field Motorsports Park  
Bloomington Speedway  
Brown County Dragway  
Circus City Speedway  
Gas City I-69 Speedway  
Indianapolis Speedrome  
Kokomo Speedway  
Lawrenceburg Speedway  
Lucas Oil Raceway  
Mt. Lawn Speedway  
New Castle Motorsports  
New Paris Speedway  
Osceloa Dragway  
Plymouth Speedway  
Terre Haute Action Track  
Tri-State Speedway  
Twin Cities Raceway Park  
Wagler Motorsports Park  
Winchester Speedway

### Choices Matter High School Program

Indianapolis – Brebeuf Jesuit Prep.  
Indianapolis – Lutheran High School  
Indianapolis – Cathedral High School  
Jasper – Jasper High School  
Petersburg – Pike Central High School  
Tell City – Tell City High School

### Indiana High School Athletic Association Tournaments

High School Boys Basketball – Regionals – Martinsville  
High School Boys Basketball – Semi-State – Indianapolis  
High School Boys Basketball – Semi-State – Logansport  
High School Boys Basketball – Semi-State – Seymour  
High School Boys Basketball – Semi-State – Washington  
High School Boys Swimming – Finals – Indianapolis  
High School Boys Swimming – Sectionals – Plainfield  
High School Football Finals – Indianapolis  
High School Girls Basketball – Finals – Indianapolis  
High School Girls Basketball – Regionals – Columbia City  
High School Girls Basketball – Regionals – Indianapolis  
High School Girls Basketball – Semi-State – Jeffersonville  
High School Girls Basketball – Semi-State – Logansport  
High School Girls Swimming Finals – Indianapolis  
High School Wrestling – Finals – Indianapolis  
High School Wrestling Semi-Final – Indianapolis  
High School Wrestling Semi-Final – New Castle

Events Attendance  
Total for 2019:  
**2,280,000**

### Enforcement Blitz Activation

Evansville Otters  
Evansville Thunderbolts  
Fort Wayne Komets  
Fort Wayne Mad Ants  
Fort Wayne Tin Caps  
Gary SouthShore Railcats  
Indiana Pacers  
Indianapolis Indians  
Indy Fuel  
Lafayette Aviators  
South Bend Cubs

### Motorcycle Rally Project

Freedom Run 2019  
Hendricks County Hogs for Hounds  
Hog Daze Motorcycle Rally  
Jonesboro River Rally  
Little Angels Ride  
Miracle Ride for Riley  
Motorcycles on Meridian  
Southern Hills Bash

### Concert Project

Ruoff Home Mortgage Music Center

### Fair Project

Indiana State Fair



Indiana Program Cost Summary FY2019 Programs	Program Number	2019 Budget	402 General	405D Impaired Driving	405B Child Pass/Seat Belts	405F Motorcycle	405E Distracted Driving	405C Traffic Records	164 Alcohol Penalty Funds	1906	Total Federal Funds
<b>Planning and Administrative (P&amp;A)</b>											
Planning & Administration-Federal	PA-2019-01-00-00	425,000	425,000	0	0	0	0	0	0	0	425,000
Planning & Administration-State		425,000	0	0	0	0	0	0	0	0	0
Indirect Costs		45,000	45,000	0	0	0	0	0	0	0	45,000
Sub-total P&A		895,000	470,000	0	0	0	0	0	0	0	470,000
<b>Section II: Occupancy Protection and CPS</b>											
Program Management	OP-2019-01-00-00	75,000	75,000	0	0	0	0	0	0	0	75,000
Distracted Driving	FESX-2019-01-00-00	100,000	0	0	0	0	100,000	0	0	0	100,000
Children less than 15 Occupant Protection	M1X-2019-01-00-00	632,000	0	0	632,000	0	0	0	0	0	632,000
Operation Belt Up	M1X-2019-03-00-00	80,000	0	0	80,000	0	0	0	0	0	80,000
Child Restraint Distribution Grant	M1X-2019-03-00-01	60,000	0	0	60,000	0	0	0	0	0	60,000
Seat Belt Enforcement (OPO)	OP-2019-02-00-00	2,800,000	2,800,000	0	0	0	0	0	0	0	2,800,000
Paid Advertising General Traffic Safety 402	PM-2019-12-11-09	250,000	250,000	0	0	0	0	0	0	0	250,000
Stop Arm Violation Enforcement (S.A.V.E)	PS-2019-00-01-00	450,000	450,000	0	0	0	0	0	0	0	450,000
Pedestrian/Bicycle	PS-2019-02-00-10	150,000	150,000	0	0	0	0	0	0	0	150,000
Children less than 15 Pedestrian/Bicycle	PS-2019-12-01-09	35,000	35,000	0	0	0	0	0	0	0	35,000
Indiana State Police (OPO)	PT-2019-00-00-00	816,000	816,000	0	0	0	0	0	0	0	816,000
SADD	TSP-2019-07-00-01	150,000	150,000	0	0	0	0	0	0	0	150,000
Paid Advertising General Traffic Safety Flex	FDL*-05-05-05	500,000	0	500,000**	0	0	0	0	0	0	500,000
Sub-total Occ Protection		5,598,000	4,726,000	500,000	772,000	0	0	0	0	0	5,598,000
<b>Section III: Traffic Records/ Research</b>											
Program Management Records	M3DA-2019-01-00-00	60,000	0	0	0	0	0	60,000	0	0	60,000
Program Management Motorcycles	M9MA-08-01-01	15,000	15,000	0	0	0	0	0	0	0	15,000
Research Analysis	TR-2019-01-00-00	350,000	350,000	0	0	0	0	0	0	0	350,000
Purdue University/ CRS	M3DA-2019-02-00-00	115,000	0	0	0	0	0	115,000	0	0	115,000
Supreme Court	M3DA-2019-03-00-00	760,000	0	0	0	0	0	760,000	0	0	760,000
IDHS: EMS Dtaa	M3DA-2019-04-00-00	105,000	0	0	0	0	0	105,000	0	0	105,000
ISDH: Trauma Registry	M3DA-2019-05-00-00	170,252	0	0	0	0	0	170,252	0	0	170,252
Racial Profiling Grant	F1906CMD-2019-01-00-00	350,000	0	0	0	0	0	0	0	350,000	350,000
BMV Data Compilation	M3DA-2019-06-00-00	2,000	0	0	0	0	0	2,000	0	0	2,000
Sub-total Traffic Records		1,927,252	365,000	0	0	0	0	1,212,252	0	350,000	1,927,252
<b>Section IV: Impaired Driving</b>											
Program Management	M6X-2019-01-00-00	75,000	0	75,000	0	0	0	0	0	0	75,000
Enforcement (DUI Task Force)	164AL-2019-15-00-09	1,600,000	0	0	0	0	0	0	1,600,000	0	1,600,000
Motorcycle HVE	M6X-2019-15-00-01	0	0	0	0	0	0	0	0	0	0
Dept of Toxicology Backlog Reduction	M6X-2019-07-00-00	1,135,000	0	1,135,000	0	0	0	0	0	0	1,135,000
DRE Tablet Data Entry and Management	M6X-2019-04-00-05	130,000	0	130,000	0	0	0	0	0	0	130,000
JOL	M6X-2019-12-00-08	70,000	0	70,000	0	0	0	0	0	0	70,000
SFST/DRE	M6X-2019-04-00-00	370,000	0	370,000	0	0	0	0	0	0	370,000
Ignition Interlock Management	FDLII-2019-01-01-01	80,000	0	80,000	0	0	0	0	0	0	80,000
Project	M6X-2019-14-00-05	0	0	0	0	0	0	0	0	0	0
Traffic Safety Resource Prosecutor	M6X-2019-06-00-00	185,000	0	185,000	0	0	0	0	0	0	185,000
Excise Police	M6X-2019-06-00-01	220,000	0	0	0	0	0	0	220,000	0	220,000
DWI Court Training	FDLCS-2019-00-00-01	110,000	0	110,000	0	0	0	0	0	0	110,000
Indiana State Police (Impaired Driver)	M6X-2019-10-00-08	450,000	0	450,000	0	0	0	0	0	0	450,000
Paid Advertising Impaired Driver	FDLPEM-2019-07-03-12	755,000	0	755,000	0	0	0	0	0	0	755,000
Sub-total Impaired Driving		5,180,000	0	3,360,000	0	0	0	0	1,820,000	0	5,180,000
<b>Section V: Community Traffic Services</b>											
Program Management	PT-2019-00-00-01	75,000	75,000	0	0	0	0	0	0	0	75,000
Statewide Training	PT-2019-05-00-00	32,000	32,000	0	0	0	0	0	0	0	32,000
LEL Program	CP-2019-01-00-00	495,000	495,000	0	0	0	0	0	0	0	495,000
Sub-total Community TS		602,000	602,000	0	0	0	0	0	0	0	602,000
<b>Section VI: Motorcycles</b>											
Unendorsed MC Rider Initiative	FDL*MC-2019-00-01-01	20,000	0	20,000**	0	0	0	0	0	0	20,000
Motorcycle Awareness	M9MA-2019-02-02-01	50,000	0	0	0	50,000	0	0	0	0	50,000
Sub-total Motorcycles		70,000	0	20,000	0	50,000	0	0	0	0	70,000
<b>Section VII: Misc</b>											
Moving Radar	FDL* SE-2019-02-05-18	1,500,000	0	1,500,000**	0	0	0	0	0	0	1,500,000
Sub-total Dangerous Roadways		1,500,000	0	1,500,000	0	0	0	0	0	0	1,500,000
<b>Total 2019 Budget Expenditures</b>											
		15,347,252	6,163,000	5,380,000	772,000	50,000	0	1,212,252	1,820,000	350,000	15,347,252

\*Updated 12/19/2019

\*\* 405D Flex

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
<b>NHTSA</b>									
<b>164 Transfer Funds</b>									
<b>164 Alcohol</b>									
	164AL-2019-00-00-18	Holding 2018 164AL	\$1,072,653.64	\$ .00	\$1,072,653.64	\$ .00	0		
	164AL-2019-00-00-18		\$1,072,653.64	\$ .00	\$1,072,653.64	\$ .00	0		
	164AL-2019-00-00-19	Holding 2019 without Project I	\$1,976,774.00	\$ .00	\$1,976,774.00	\$ .00	0		
	164AL-2019-00-00-19		\$1,976,774.00	\$ .00	\$1,976,774.00	\$ .00	0		
	164AL-2019-06-00-01	State Excise Police - ATC	\$220,000.00	\$214,355.67	\$5,644.33	\$ .00	1	VOU-13	Dec-17-2019
	164AL-2019-06-00-01		\$220,000.00	\$214,355.67	\$5,644.33	\$ .00	1	VOU-13	Dec-17-2019
	164AL-2019-15-00-09	Enforcement DUI Task Force	\$1,600,000.00	\$1,219,535.60	\$380,464.40	\$ .00	6	VOU-18	Dec-30-2019
	164AL-2019-15-00-09		\$1,600,000.00	\$1,219,535.60	\$380,464.40	\$ .00	6	VOU-18	Dec-30-2019
	<b>164 AlcoholTotal</b>		<b>\$4,869,427.64</b>	<b>\$1,433,891.27</b>	<b>\$3,435,536.37</b>	<b>\$ .00</b>	<b>7</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>164 Transfer FundsTotal</b>		<b>\$4,869,427.64</b>	<b>\$1,433,891.27</b>	<b>\$3,435,536.37</b>	<b>\$ .00</b>	<b>7</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
<b>MAP 21 405b OP High</b>									
<b>405b OP High</b>									
	M1X-2019-00-00-18	Holding 2018 Carry Forward - M	\$ .00	\$ .00	\$ .00	\$ .00	0		
	M1X-2019-00-00-18		\$ .00	\$ .00	\$ .00	\$ .00	0		
	M1X-2019-01-00-00	Children less than 15 Occupant	\$47,462.47	\$47,462.47	\$ .00	\$ .00	1	VOU-9	Dec-25-2019
	M1X-2019-01-00-00		\$47,462.47	\$47,462.47	\$ .00	\$ .00	1	VOU-9	Dec-25-2019
	<b>405b OP HighTotal</b>		<b>\$47,462.47</b>	<b>\$47,462.47</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
	<b>MAP 21 405b OP HighTotal</b>		<b>\$47,462.47</b>	<b>\$47,462.47</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
<b>MAP 21 405c Data Program</b>									
<b>405c Data Program</b>									
	M3DA-2019-00-00-18	Holding 2018 Carry Forward - M	\$ .00	\$ .00	\$ .00	\$ .00	0		

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	M3DA-2019-00-00-18		\$ .00	\$ .00	\$ .00	\$ .00	0		
	M3DA-2019-03-00-00	Indiana Supreme Court	\$746,529.66	\$746,529.66	\$ .00	\$ .00	1	VOU-10	Dec-16-2019
	M3DA-2019-03-00-00		\$746,529.66	\$746,529.66	\$ .00	\$ .00	1	VOU-10	Dec-16-2019
	M3DA-2019-04-00-00	Department of Homeland Securit	\$11,917.51	\$11,917.51	\$ .00	\$ .00	1	VOU-15	Dec-26-2019
	M3DA-2019-04-00-00		\$11,917.51	\$11,917.51	\$ .00	\$ .00	1	VOU-15	Dec-26-2019
	<b>405c Data ProgramTotal</b>		<b>\$758,447.17</b>	<b>\$758,447.17</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>2</b>	<b>VOU-15</b>	<b>Dec-26-2019</b>
	<b>MAP 21 405c Data ProgramTotal</b>		<b>\$758,447.17</b>	<b>\$758,447.17</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>2</b>	<b>VOU-15</b>	<b>Dec-26-2019</b>
	<b>MAP 21 405d Impaired Driving Low</b>								
	<b>405d Impaired Driving Low</b>								
	M6X-2019-00-00-18	Holding 2018 Carry Forward- 40	\$ .00	\$ .00	\$ .00	\$ .00	0		
	M6X-2019-00-00-18		\$ .00	\$ .00	\$ .00	\$ .00	0		
	M6X-2019-07-00-00	Toxicology Reduction Project A	\$167,844.37	\$167,844.37	\$ .00	\$ .00	1	VOU-12	Dec-17-2019
	M6X-2019-07-00-00		\$167,844.37	\$167,844.37	\$ .00	\$ .00	1	VOU-12	Dec-17-2019
	<b>405d Impaired Driving LowTotal</b>		<b>\$167,844.37</b>	<b>\$167,844.37</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-12</b>	<b>Dec-17-2019</b>
	<b>MAP 21 405d Impaired Driving LowTotal</b>		<b>\$167,844.37</b>	<b>\$167,844.37</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-12</b>	<b>Dec-17-2019</b>
	<b>FAST Act NHTSA 402</b>								
	<b>Planning and Administration</b>								
	PA-2019-00-00-18	Holding 2018 Carry Forward - F	\$160,691.62	\$ .00	\$160,691.62	\$ .00	0		
	PA-2019-00-00-18		\$160,691.62	\$ .00	\$160,691.62	\$ .00	0		
	PA-2019-01-00-00	402 P&A	\$470,000.00	\$131,365.88	\$338,634.12	\$ .00	6	VOU-18	Dec-30-2019
	PA-2019-01-00-00		\$470,000.00	\$131,365.88	\$338,634.12	\$ .00	6	VOU-18	Dec-30-2019
	<b>Planning and AdministrationTotal</b>		<b>\$630,691.62</b>	<b>\$131,365.88</b>	<b>\$499,325.74</b>	<b>\$ .00</b>	<b>6</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>Motorcycle Safety</b>								
	MC-2019-00-00-18	Holding 2018 Carry Forward -40	\$19,063.86	\$ .00	\$19,063.86	\$ .00	0		

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	MC-2019-00-00-18		\$19,063.86	\$0.00	\$19,063.86	\$0.00	0		
	<b>Motorcycle Safety</b>	<b>Total</b>	<b>\$19,063.86</b>	<b>\$0.00</b>	<b>\$19,063.86</b>	<b>\$0.00</b>	<b>0</b>		
	<b>Occupant Protection</b>								
	OP-2019-00-00-18	Holding 2018 Carry Forward - 4	\$1,527,779.75	\$0.00	\$1,527,779.75	\$0.00	0		
	OP-2019-00-00-18		\$1,527,779.75	\$0.00	\$1,527,779.75	\$0.00	0		
	OP-2019-01-00-00	Program Management - OP	\$75,000.00	\$0.00	\$75,000.00	\$0.00	0		
	OP-2019-01-00-00		\$75,000.00	\$0.00	\$75,000.00	\$0.00	0		
	OP-2019-02-00-00	Seat Belt Enforcement (OPO)	\$2,800,000.00	\$2,098,133.01	\$701,866.99	\$0.00	5 VOU-18		Dec-30-2019
	OP-2019-02-00-00		\$2,800,000.00	\$2,098,133.01	\$701,866.99	\$0.00	5 VOU-18		Dec-30-2019
	<b>Occupant Protection</b>	<b>Total</b>	<b>\$4,402,779.75</b>	<b>\$2,098,133.01</b>	<b>\$2,304,646.74</b>	<b>\$0.00</b>	<b>5 VOU-18</b>		<b>Dec-30-2019</b>
	<b>Pedestrian/Bicycle Safety</b>								
	PS-2019-00-00-18	Holding 2018 Carry Forward - 4	\$29,585.83	\$0.00	\$29,585.83	\$0.00	0		
	PS-2019-00-00-18		\$29,585.83	\$0.00	\$29,585.83	\$0.00	0		
	PS-2019-00-01-00	SAVE- Stop Arm Violation Enfor	\$450,000.00	\$263,130.56	\$186,869.44	\$0.00	2 VOU-18		Dec-30-2019
	PS-2019-00-01-00		\$450,000.00	\$263,130.56	\$186,869.44	\$0.00	2 VOU-18		Dec-30-2019
	PS-2019-02-00-10	Pedestrian/Bicycle	\$150,000.00	\$113,476.14	\$36,523.86	\$0.00	3 VOU-18		Dec-30-2019
	PS-2019-02-00-10		\$150,000.00	\$113,476.14	\$36,523.86	\$0.00	3 VOU-18		Dec-30-2019
	PS-2019-12-01-09	Children less than 15 Pedestri	\$35,000.00	\$0.00	\$35,000.00	\$0.00	0		
	PS-2019-12-01-09		\$35,000.00	\$0.00	\$35,000.00	\$0.00	0		
	<b>Pedestrian/Bicycle</b>	<b>SafetyTotal</b>	<b>\$664,585.83</b>	<b>\$376,606.70</b>	<b>\$287,979.13</b>	<b>\$0.00</b>	<b>3 VOU-18</b>		<b>Dec-30-2019</b>
	<b>Police Traffic Services</b>								
	PT-2019-00-00-00	Indiana State Police (OPO)	\$816,000.00	\$716,000.00	\$100,000.00	\$0.00	1 VOU-14		Dec-18-2019
	PT-2019-00-00-00		\$816,000.00	\$716,000.00	\$100,000.00	\$0.00	1 VOU-14		Dec-18-2019
	PT-2019-00-00-01	Project Management	\$75,000.00	\$0.00	\$75,000.00	\$0.00	0		

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	PT-2019-00-00-01		\$75,000.00	\$0.00	\$75,000.00	\$0.00	0		
	PT-2019-00-00-18	Holding 2018 Carry Forward - 4	\$161,150.25	\$0.00	\$161,150.25	\$0.00	0		
	PT-2019-00-00-18		\$161,150.25	\$0.00	\$161,150.25	\$0.00	0		
	PT-2019-05-00-00	Statewide Training	\$32,000.00	\$6,499.14	\$25,500.86	\$0.00	2	VOU-18	Dec-30-2019
	PT-2019-05-00-00		\$32,000.00	\$6,499.14	\$25,500.86	\$0.00	2	VOU-18	Dec-30-2019
	<b>Police Traffic ServicesTotal</b>		<b>\$1,084,150.25</b>	<b>\$722,499.14</b>	<b>\$361,651.11</b>	<b>\$0.00</b>	<b>3</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>Traffic Records</b>								
	TR-2019-00-00-18	Holding 2018 Carry Forward - 4	\$0.16	\$0.00	\$0.16	\$0.00	0		
	TR-2019-00-00-18		\$0.16	\$0.00	\$0.16	\$0.00	0		
	TR-2019-01-00-00	Research Analysis	\$350,000.00	\$249,390.42	\$100,609.58	\$0.00	1	VOU-17	Dec-30-2019
	TR-2019-01-00-00		\$350,000.00	\$249,390.42	\$100,609.58	\$0.00	1	VOU-17	Dec-30-2019
	<b>Traffic RecordsTotal</b>		<b>\$350,000.16</b>	<b>\$249,390.42</b>	<b>\$100,609.74</b>	<b>\$0.00</b>	<b>1</b>	<b>VOU-17</b>	<b>Dec-30-2019</b>
	<b>Community Traffic Safety Project</b>								
	CP-2019-00-00-18	Holding 2018 Carry Forward - 4	\$15,838.28	\$0.00	\$15,838.28	\$0.00	0		
	CP-2019-00-00-18		\$15,838.28	\$0.00	\$15,838.28	\$0.00	0		
	CP-2019-01-00-00	Law Enforcement Liaisons	\$495,000.00	\$415,027.96	\$79,972.04	\$0.00	6	VOU-18	Dec-30-2019
	CP-2019-01-00-00		\$495,000.00	\$415,027.96	\$79,972.04	\$0.00	6	VOU-18	Dec-30-2019
	<b>Community Traffic Safety ProjectTotal</b>		<b>\$510,838.28</b>	<b>\$415,027.96</b>	<b>\$95,810.32</b>	<b>\$0.00</b>	<b>6</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>Child Restraint</b>								
	CR-2019-00-00-18	Holding 2018 Carry Forward - 4	\$9,367.91	\$0.00	\$9,367.91	\$0.00	0		
	CR-2019-00-00-18		\$9,367.91	\$0.00	\$9,367.91	\$0.00	0		
	CR-2019-00-00-19	Holding 2019 No Project Ident	\$79,460.57	\$0.00	\$79,460.57	\$0.00	0		
	CR-2019-00-00-19		\$79,460.57	\$0.00	\$79,460.57	\$0.00	0		
	<b>Child RestraintTotal</b>		<b>\$88,828.48</b>	<b>\$0.00</b>	<b>\$88,828.48</b>	<b>\$0.00</b>	<b>0</b>		



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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
<b><i>Paid Advertising</i></b>									
	PM-2019-12-11-09	Paid Advertsing General Traffi	\$250,000.00	\$248,558.41	\$1,441.59	\$ .00	3	VOU-16	Dec-27-2019
	PM-2019-12-11-09		\$250,000.00	\$248,558.41	\$1,441.59	\$ .00	3	VOU-16	Dec-27-2019
	<b>Paid AdvertisingTotal</b>		<b>\$250,000.00</b>	<b>\$248,558.41</b>	<b>\$1,441.59</b>	<b>\$ .00</b>	<b>3</b>	<b>VOU-16</b>	<b>Dec-27-2019</b>
<b><i>Teen Safety Program</i></b>									
	TSP-2019-00-00-18	Holding 2018 Carry Forward - 4	\$94,861.19	\$ .00	\$94,861.19	\$ .00	0		
	TSP-2019-00-00-18		\$94,861.19	\$ .00	\$94,861.19	\$ .00	0		
	TSP-2019-07-00-01	SADD	\$150,000.00	\$45,001.04	\$104,998.96	\$ .00	2	VOU-18	Dec-30-2019
	TSP-2019-07-00-01		\$150,000.00	\$45,001.04	\$104,998.96	\$ .00	2	VOU-18	Dec-30-2019
	<b>Teen Safety ProgramTotal</b>		<b>\$244,861.19</b>	<b>\$45,001.04</b>	<b>\$199,860.15</b>	<b>\$ .00</b>	<b>2</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>FAST Act NHTSA 402Total</b>		<b>\$8,245,799.42</b>	<b>\$4,286,582.56</b>	<b>\$3,959,216.86</b>	<b>\$ .00</b>	<b>9</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
<b><i>FAST Act 1906 Prohibit Racial Profiling</i></b>									
<b><i>1906 Collecting and Maintaining Data</i></b>									
	F1906CMD-2019-00-00-18	Holding 2018 Carry Forward - 1	\$49,443.00	\$ .00	\$49,443.00	\$ .00	0		
	F1906CMD-2019-00-00-18		\$49,443.00	\$ .00	\$49,443.00	\$ .00	0		
	F1906CMD-2019-01-00-00	Indiana Supreme Court - JTAC	\$350,000.00	\$348,369.60	\$1,630.40	\$ .00	1	VOU-10	Dec-16-2019
	F1906CMD-2019-01-00-00		\$350,000.00	\$348,369.60	\$1,630.40	\$ .00	1	VOU-10	Dec-16-2019
	<b>1906 Collecting and Maintaining DataTotal</b>		<b>\$399,443.00</b>	<b>\$348,369.60</b>	<b>\$51,073.40</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-10</b>	<b>Dec-16-2019</b>
	<b>FAST Act 1906 Prohibit Racial ProfilingTotal</b>		<b>\$399,443.00</b>	<b>\$348,369.60</b>	<b>\$51,073.40</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-10</b>	<b>Dec-16-2019</b>
<b><i>FAST Act 405b OP High</i></b>									
<b><i>405b OP High</i></b>									
	M1X-2019-00-00-18	Holding 2018 Carry Forward - 4	\$299,428.95	\$ .00	\$299,428.95	\$ .00	0		
	M1X-2019-00-00-18		\$299,428.95	\$ .00	\$299,428.95	\$ .00	0		
	M1X-2019-00-00-19	Holding 2019 No Project Identi	\$66,976.75	\$ .00	\$66,976.75	\$ .00	0		

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	M1X-2019-00-00-19		\$66,976.75	\$0.00	\$66,976.75	\$0.00	0		
	M1X-2019-01-00-00	Children less than 15 Occupant	\$584,537.53	\$216,871.16	\$367,666.37	\$0.00	1	VOU-9	Dec-25-2019
	M1X-2019-01-00-00		\$584,537.53	\$216,871.16	\$367,666.37	\$0.00	1	VOU-9	Dec-25-2019
	M1X-2019-03-00-00	Operation Belt Up	\$60,000.00	\$0.00	\$60,000.00	\$0.00	0		
	M1X-2019-03-00-00		\$60,000.00	\$0.00	\$60,000.00	\$0.00	0		
	M1X-2019-03-00-01	Child Safety Seats	\$65,000.00	\$46,017.97	\$18,982.03	\$0.00	2	VOU-18	Dec-30-2019
	M1X-2019-03-00-01		\$65,000.00	\$46,017.97	\$18,982.03	\$0.00	2	VOU-18	Dec-30-2019
	<b>405b OP HighTotal</b>		<b>\$1,075,943.23</b>	<b>\$262,889.13</b>	<b>\$813,054.10</b>	<b>\$0.00</b>	<b>2</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>FAST Act 405b OP HighTotal</b>		<b>\$1,075,943.23</b>	<b>\$262,889.13</b>	<b>\$813,054.10</b>	<b>\$0.00</b>	<b>2</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>FAST Act 405c Data Program</b>								
	<b>405c Data Program</b>								
	M3DA-2019-00-00-18	Holding 2018 Carry Forward - 4	\$462,608.23	\$0.00	\$462,608.23	\$0.00	0		
	M3DA-2019-00-00-18		\$462,608.23	\$0.00	\$462,608.23	\$0.00	0		
	M3DA-2019-00-00-19	Holding 2019 No Project Identi	\$443,065.59	\$0.00	\$443,065.59	\$0.00	0		
	M3DA-2019-00-00-19		\$443,065.59	\$0.00	\$443,065.59	\$0.00	0		
	M3DA-2019-01-00-00	Project Management	\$60,000.00	\$0.00	\$60,000.00	\$0.00	0		
	M3DA-2019-01-00-00		\$60,000.00	\$0.00	\$60,000.00	\$0.00	0		
	M3DA-2019-02-00-00	Center for Road Safety/Purdue	\$115,000.00	\$0.00	\$115,000.00	\$0.00	0		
	M3DA-2019-02-00-00		\$115,000.00	\$0.00	\$115,000.00	\$0.00	0		
	M3DA-2019-03-00-00	Indiana Supreme Court	\$1,552.83	\$0.00	\$1,552.83	\$0.00	0		
	M3DA-2019-03-00-00		\$1,552.83	\$0.00	\$1,552.83	\$0.00	0		
	M3DA-2019-04-00-00	Department of Homeland Securit	\$93,082.45	\$84,449.29	\$8,633.16	\$0.00	1	VOU-15	Dec-26-2019
	M3DA-2019-04-00-00		\$93,082.45	\$84,449.29	\$8,633.16	\$0.00	1	VOU-15	Dec-26-2019
	M3DA-2019-05-00-00	Indiana State Dept of Health -	\$170,252.00	\$0.00	\$170,252.00	\$0.00	0		

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	M3DA-2019-05-00-00		\$170,252.00	\$0.00	\$170,252.00	\$0.00	0		
	M3DA-2019-06-00-00	Bureau of Motor Vehicles Data	\$2,000.00	\$0.00	\$2,000.00	\$0.00	0		
	M3DA-2019-06-00-00		\$2,000.00	\$0.00	\$2,000.00	\$0.00	0		
	<b>405c Data ProgramTotal</b>		<b>\$1,347,561.10</b>	<b>\$84,449.29</b>	<b>\$1,263,111.81</b>	<b>\$0.00</b>	<b>1</b>	<b>VOU-15</b>	<b>Dec-26-2019</b>
	<b>FAST Act 405c Data ProgramTotal</b>		<b>\$1,347,561.10</b>	<b>\$84,449.29</b>	<b>\$1,263,111.81</b>	<b>\$0.00</b>	<b>1</b>	<b>VOU-15</b>	<b>Dec-26-2019</b>
	<b>FAST Act 405d Impaired Driving Low</b>								
	<b>405d Impaired Driving Low</b>								
	M6X-2019-00-00-18	Holding 2018 Carry Forward - 4	\$1,771,387.43	\$0.00	\$1,771,387.43	\$0.00	0		
	M6X-2019-00-00-18		\$1,771,387.43	\$0.00	\$1,771,387.43	\$0.00	0		
	M6X-2019-00-00-19	Holding 2019 No Project Identi	\$107,604.70	\$0.00	\$107,604.70	\$0.00	0		
	M6X-2019-00-00-19		\$107,604.70	\$0.00	\$107,604.70	\$0.00	0		
	M6X-2019-01-00-00	Project Management	\$75,000.00	\$18,706.75	\$56,293.25	\$0.00	2	VOU-9	Dec-25-2019
	M6X-2019-01-00-00		\$75,000.00	\$18,706.75	\$56,293.25	\$0.00	2	VOU-9	Dec-25-2019
	M6X-2019-04-00-00	SFST/DRE Program	\$370,000.00	\$361,919.09	\$8,080.91	\$0.00	7	VOU-18	Dec-30-2019
	M6X-2019-04-00-00		\$370,000.00	\$361,919.09	\$8,080.91	\$0.00	7	VOU-18	Dec-30-2019
	M6X-2019-04-00-05	DRE Tablet Data Entry & Manage	\$115,000.00	\$38,159.50	\$76,840.50	\$0.00	2	VOU-7	Aug-05-2019
	M6X-2019-04-00-05		\$115,000.00	\$38,159.50	\$76,840.50	\$0.00	2	VOU-7	Aug-05-2019
	M6X-2019-06-00-00	Traffic Saftey Resource Prosec	\$185,000.00	\$170,267.65	\$14,732.35	\$0.00	2	VOU-15	Dec-26-2019
	M6X-2019-06-00-00		\$185,000.00	\$170,267.65	\$14,732.35	\$0.00	2	VOU-15	Dec-26-2019
	M6X-2019-06-00-01	State Excise Police - ATC	\$0.00	\$0.00	\$0.00	\$0.00	0		
	M6X-2019-06-00-01		\$0.00	\$0.00	\$0.00	\$0.00	0		
	M6X-2019-07-00-00	Department of Toxicology - Bac	\$967,155.63	\$936,915.54	\$30,240.09	\$0.00	2	VOU-18	Dec-30-2019
	M6X-2019-07-00-00		\$967,155.63	\$936,915.54	\$30,240.09	\$0.00	2	VOU-18	Dec-30-2019
	M6X-2019-10-00-08	Indiana State Police (Impaired	\$450,000.00	\$301,968.30	\$148,031.70	\$0.00	1	VOU-14	Dec-18-2019

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	M6X-2019-10-00-08		\$450,000.00	\$301,968.30	\$148,031.70	\$ .00	1	VOU-14	Dec-18-2019
	M6X-2019-12-00-08	Judicial Outreach Liaison	\$70,000.00	\$39,600.00	\$30,400.00	\$ .00	4	VOU-9	Dec-25-2019
	M6X-2019-12-00-08		\$70,000.00	\$39,600.00	\$30,400.00	\$ .00	4	VOU-9	Dec-25-2019
	M6X-2019-15-00-01	Motorcycle HVE	\$ .00	\$ .00	\$ .00	\$ .00	0		
	M6X-2019-15-00-01		\$ .00	\$ .00	\$ .00	\$ .00	0		
	<b>405d Impaired Driving LowTotal</b>		<b>\$4,111,147.76</b>	<b>\$1,867,536.83</b>	<b>\$2,243,610.93</b>	<b>\$ .00</b>	<b>12</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>405d Low Court Support</b>								
	FDLCS-2019-00-00-01	DWI Court Training	\$110,000.00	\$ .00	\$110,000.00	\$ .00	0		
	FDLCS-2019-00-00-01		\$110,000.00	\$ .00	\$110,000.00	\$ .00	0		
	<b>405d Low Court SupportTotal</b>		<b>\$110,000.00</b>	<b>\$ .00</b>	<b>\$110,000.00</b>	<b>\$ .00</b>	<b>0</b>		
	<b>405d Low Ignition Interlock</b>								
	FDLII-2019-01-01-01	Ignition Interlock Management	\$80,000.00	\$ .00	\$80,000.00	\$ .00	0		
	FDLII-2019-01-01-01		\$80,000.00	\$ .00	\$80,000.00	\$ .00	0		
	<b>405d Low Ignition InterlockTotal</b>		<b>\$80,000.00</b>	<b>\$ .00</b>	<b>\$80,000.00</b>	<b>\$ .00</b>	<b>0</b>		
	<b>405d Low Paid/Earned Media</b>								
	FDLPEM-2019-07-03-12	Paid Advertising Impaired Driv	\$755,000.00	\$446,520.59	\$308,479.41	\$ .00	5	VOU-18	Dec-30-2019
	FDLPEM-2019-07-03-12		\$755,000.00	\$446,520.59	\$308,479.41	\$ .00	5	VOU-18	Dec-30-2019
	<b>405d Low Paid/Earned MediaTotal</b>		<b>\$755,000.00</b>	<b>\$446,520.59</b>	<b>\$308,479.41</b>	<b>\$ .00</b>	<b>5</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>405d Low Motorcycle Safety</b>								
	FDL*MC-2019-00-01-01	Unendorsed MC Rider Initiative	\$20,000.00	\$ .00	\$20,000.00	\$ .00	0		
	FDL*MC-2019-00-01-01		\$20,000.00	\$ .00	\$20,000.00	\$ .00	0		
	<b>405d Low Motorcycle SafetyTotal</b>		<b>\$20,000.00</b>	<b>\$ .00</b>	<b>\$20,000.00</b>	<b>\$ .00</b>	<b>0</b>		
	<b>405d Low Speed Enforcement</b>								
	FDL*SE-2019-02-05-18	Moving Radar	\$1,500,000.00	\$1,491,671.00	\$8,329.00	\$ .00	3	VOU-9	Dec-25-2019



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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	FDL*SE-2019-02-05-18		\$1,500,000.00	\$1,491,671.00	\$8,329.00	\$ .00	3	VOU-9	Dec-25-2019
<b>405d Low Speed Enforcement</b>	<b>Total</b>		<b>\$1,500,000.00</b>	<b>\$1,491,671.00</b>	<b>\$8,329.00</b>	<b>\$ .00</b>	<b>3</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
<b>405d Low Paid Advertising</b>									
	FDL*PM-2019-05-05-05	Paid Advertising General Traff	\$500,000.00	\$487,793.98	\$12,206.02	\$ .00	6	VOU-18	Dec-30-2019
	FDL*PM-2019-05-05-05		\$500,000.00	\$487,793.98	\$12,206.02	\$ .00	6	VOU-18	Dec-30-2019
<b>405d Low Paid Advertising</b>	<b>Total</b>		<b>\$500,000.00</b>	<b>\$487,793.98</b>	<b>\$12,206.02</b>	<b>\$ .00</b>	<b>6</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
<b>FAST Act 405d Impaired Driving</b>									
<b>Low</b>	<b>Total</b>		<b>\$7,076,147.76</b>	<b>\$4,293,522.40</b>	<b>\$2,782,625.36</b>	<b>\$ .00</b>	<b>14</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
<b>FAST Act 405e Special Distracted Driving</b>									
<b>405e Distracted Driving</b>									
	FESX-2019-00-00-18	Holding 2018 Carry Forward - 4	\$68,352.36	\$ .00	\$68,352.36	\$ .00	0		
	FESX-2019-00-00-18		\$68,352.36	\$ .00	\$68,352.36	\$ .00	0		
	FESX-2019-01-00-00	Distracted Driving	\$100,000.00	\$2,973.77	\$97,026.23	\$ .00	1	VOU-9	Dec-25-2019
	FESX-2019-01-00-00		\$100,000.00	\$2,973.77	\$97,026.23	\$ .00	1	VOU-9	Dec-25-2019
<b>405e Distracted Driving</b>	<b>Total</b>		<b>\$168,352.36</b>	<b>\$2,973.77</b>	<b>\$165,378.59</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
<b>FAST Act 405e Special Distracted Driving</b>	<b>Total</b>		<b>\$168,352.36</b>	<b>\$2,973.77</b>	<b>\$165,378.59</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
<b>FAST Act 405f Motorcycle Programs</b>									
<b>405f Motorcyclist Awareness</b>									
	M9MA-2019-02-02-01	Motorcycle Awareness	\$50,000.00	\$31,261.32	\$18,738.68	\$ .00	1	VOU-9	Dec-25-2019
	M9MA-2019-02-02-01		\$50,000.00	\$31,261.32	\$18,738.68	\$ .00	1	VOU-9	Dec-25-2019
	M9MA-2019-08-01-01	Project Management	\$15,000.00	\$ .00	\$15,000.00	\$ .00	0		
	M9MA-2019-08-01-01		\$15,000.00	\$ .00	\$15,000.00	\$ .00	0		
<b>405f Motorcyclist Awareness</b>	<b>Total</b>		<b>\$65,000.00</b>	<b>\$31,261.32</b>	<b>\$33,738.68</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
<b>405f Motorcycle Programs</b>									
	M9X-2019-00-00-18	Holding 2018 Carry Forward - 4	\$99,729.25	\$ .00	\$99,729.25	\$ .00	0		

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

State: Indiana

**Expenditure Close Out Report**

**2019-VOU-18**

Posted: 12/30/2019

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
	M9X-2019-00-00-18		\$99,729.25	\$ .00	\$99,729.25	\$ .00	0		
	M9X-2019-00-00-19	Holding 2019 No Project Identi	\$60,605.09	\$ .00	\$60,605.09	\$ .00	0		
	M9X-2019-00-00-19		\$60,605.09	\$ .00	\$60,605.09	\$ .00	0		
<b>405f Motorcycle Programs</b>	<b>Total</b>		<b>\$160,334.34</b>	<b>\$ .00</b>	<b>\$160,334.34</b>	<b>\$ .00</b>	<b>0</b>		
<b>FAST Act 405f Motorcycle Programs</b>	<b>Total</b>		<b>\$225,334.34</b>	<b>\$31,261.32</b>	<b>\$194,073.02</b>	<b>\$ .00</b>	<b>1</b>	<b>VOU-9</b>	<b>Dec-25-2019</b>
<b>NHTSA</b>	<b>Total</b>		<b>\$24,381,762.86</b>	<b>\$11,717,693.35</b>	<b>\$12,664,069.51</b>	<b>\$ .00</b>	<b>18</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>
	<b>Total</b>		<b>\$24,381,762.86</b>	<b>\$11,717,693.35</b>	<b>\$12,664,069.51</b>	<b>\$ .00</b>	<b>18</b>	<b>VOU-18</b>	<b>Dec-30-2019</b>

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

**Status of Obligations and Expenditures**

**2019-FINAL**

Posted: 01/06/2020

State: Indiana

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
164 Transfer Funds									
164 Alcohol									
	164AL-2019-00-00-18	Holding 2018 164AL			\$ .00	\$ .00	\$1,072,653.64		\$ .00
	164AL-2019-00-00-19	Holding 2019 without Project Identified			\$ .00	\$ .00	\$1,976,774.00		\$ .00
	164AL-2019-06-00-01	State Excise Police - ATC			\$214,355.67	\$214,355.67	\$5,644.33		\$ .00
	164AL-2019-15-00-09	Enforcement DUI Task Force			\$1,219,535.60	\$1,219,535.60	\$380,464.40		\$ .00
	164 Alcohol Total				\$1,433,891.27	\$1,433,891.27	\$3,435,536.37		\$ .00
164 Transfer Funds Total				\$1,976,774.00	\$2,892,653.64	\$1,433,891.27	\$1,433,891.27	\$3,435,536.37	\$ .00
MAP 21 405b OP High									
405b OP High									
	M1X-2019-00-00-18	Holding 2018 Carry Forward - MAO21 405b			\$ .00	\$ .00	\$ .00		\$ .00
	M1X-2019-01-00-00	Children less than 15 Occupant Protectio			\$47,462.47	\$47,462.47	\$ .00		\$ .00
	405b OP High Total				\$47,462.47	\$47,462.47	\$ .00		\$ .00
MAP 21 405b OP High Total				\$ .00	\$47,462.47	\$47,462.47	\$47,462.47	\$ .00	\$ .00
MAP 21 405c Data Program									
405c Data Program									
	M3DA-2019-00-00-18	Holding 2018 Carry Forward - MAP21 405C			\$ .00	\$ .00	\$ .00		\$ .00
	M3DA-2019-03-00-00	Indiana Supreme Court			\$746,529.66	\$746,529.66	\$ .00		\$ .00
	M3DA-2019-04-00-00	Department of Homeland Security - DHS			\$11,917.51	\$11,917.51	\$ .00		\$ .00
	405c Data Program Total				\$758,447.17	\$758,447.17	\$ .00		\$ .00
MAP 21 405c Data Program Total				\$ .00	\$758,447.17	\$758,447.17	\$758,447.17	\$ .00	\$ .00
MAP 21 405d Impaired Driving Low									
405d Impaired Driving Low									
	M6X-2019-00-00-18	Holding 2018 Carry Forward- 405D Impaire			\$ .00	\$ .00	\$ .00		\$ .00
	M6X-2019-07-00-00	Toxicology Reduction Project Amendment 7			\$167,844.37	\$167,844.37	\$ .00		\$ .00
	405d Impaired Driving Low Total				\$167,844.37	\$167,844.37	\$ .00		\$ .00
MAP 21 405d Impaired Driving Low Total				\$ .00	\$167,844.37	\$167,844.37	\$167,844.37	\$ .00	\$ .00
FAST Act NHTSA 402									
Planning and Administration									
	PA-2019-00-00-18	Holding 2018 Carry Forward - FA 402 PA			\$ .00	\$ .00	\$160,691.62		\$ .00
	PA-2019-01-00-00	402 P&A			\$239,726.02	\$239,726.02	\$230,273.98		\$ .00
	Planning and Administration Total				\$239,726.02	\$239,726.02	\$390,965.60		\$ .00

## Status of Obligations and Expenditures

2019-FINAL

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State: Indiana

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
Motorcycle Safety									
	MC-2019-00-00-18	Holding 2018 Carry Forward -402 MC			\$ .00	\$ .00	\$19,063.86		\$ .00
Motorcycle Safety Total					\$ .00	\$ .00	\$19,063.86		\$ .00
Occupant Protection									
	OP-2019-00-00-18	Holding 2018 Carry Forward - 402 OPO			\$ .00	\$ .00	\$1,527,779.75		\$ .00
	OP-2019-01-00-00	Program Management - OP			\$ .00	\$ .00	\$75,000.00		\$ .00
	OP-2019-02-00-00	Seat Belt Enforcement (OPO)			\$2,107,402.43	\$2,107,402.43	\$692,597.57		\$ .00
Occupant Protection Total					\$2,107,402.43	\$2,107,402.43	\$2,295,377.32		\$ .00
Pedestrian/Bicycle Safety									
	PS-2019-00-00-18	Holding 2018 Carry Forward - 402 PS			\$ .00	\$ .00	\$29,585.83		\$ .00
	PS-2019-00-01-00	SAVE- Stop Arm Violation Enforcement			\$263,130.56	\$263,130.56	\$186,869.44		\$ .00
	PS-2019-02-00-10	Pedestrian/Bicycle			\$113,476.14	\$113,476.14	\$36,523.86		\$ .00
	PS-2019-12-01-09	Children less than 15 Pedestrian/Bicycle			\$ .00	\$ .00	\$35,000.00		\$ .00
Pedestrian/Bicycle Safety Total					\$376,606.70	\$376,606.70	\$287,979.13		\$ .00
Police Traffic Services									
	PT-2019-00-00-00	Indiana State Police (OPO)			\$716,000.00	\$716,000.00	\$100,000.00		\$ .00
	PT-2019-00-00-01	Project Management			\$ .00	\$ .00	\$75,000.00		\$ .00
	PT-2019-00-00-18	Holding 2018 Carry Forward - 402 PT			\$ .00	\$ .00	\$161,150.25		\$ .00
	PT-2019-05-00-00	Statewide Training			\$6,499.14	\$6,499.14	\$25,500.86		\$ .00
Police Traffic Services Total					\$722,499.14	\$722,499.14	\$361,651.11		\$ .00
Traffic Records									
	TR-2019-00-00-18	Holding 2018 Carry Forward - 402TR			\$ .00	\$ .00	\$ .16		\$ .00
	TR-2019-01-00-00	Research Analysis			\$249,390.42	\$249,390.42	\$100,609.58		\$ .00
Traffic Records Total					\$249,390.42	\$249,390.42	\$100,609.74		\$ .00
Community Traffic Safety Project									
	CP-2019-00-00-18	Holding 2018 Carry Forward - 402 CP			\$ .00	\$ .00	\$15,838.28		\$ .00
	CP-2019-01-00-00	Law Enforcement Liaisons			\$492,850.00	\$492,850.00	\$2,150.00		\$ .00
Community Traffic Safety Project Total					\$492,850.00	\$492,850.00	\$17,988.28		\$ .00
Child Restraint									
	CR-2019-00-00-18	Holding 2018 Carry Forward - 402 CP			\$ .00	\$ .00	\$9,367.91		\$ .00
	CR-2019-00-00-19	Holding 2019 No Project Identified			\$ .00	\$ .00	\$79,460.57		\$ .00
Child Restraint Total					\$ .00	\$ .00	\$88,828.48		\$ .00
Paid Advertising									
	PM-2019-12-11-09	Paid Advertsing General Traffic Safety			\$248,558.41	\$248,558.41	\$1,441.59		\$ .00



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

**Status of Obligations and Expenditures**

State: Indiana

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Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
<b>Paid Advertising Total</b>					<b>\$248,558.41</b>	<b>\$248,558.41</b>	<b>\$1,441.59</b>		<b>\$0.00</b>
<b>Teen Safety Program</b>									
	TSP-2019-00-00-18	Holding 2018 Carry Forward - 402TSP			\$0.00	\$0.00	\$94,861.19		\$0.00
	TSP-2019-07-00-01	SADD			\$45,001.04	\$45,001.04	\$104,998.96		\$0.00
<b>Teen Safety Program Total</b>					<b>\$45,001.04</b>	<b>\$45,001.04</b>	<b>\$199,860.15</b>		<b>\$0.00</b>
<b>FAST Act NHTSA 402 Total</b>			<b>\$5,748,531.95</b>	<b>\$2,497,267.47</b>	<b>\$4,482,034.16</b>	<b>\$4,482,034.16</b>	<b>\$3,763,765.26</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 1906 Prohibit Racial Profiling</b>									
<b>1906 Collecting and Maintaining Data</b>									
	F1906CMD-2019-00-00-18	Holding 2018 Carry Forward - 1906			\$0.00	\$0.00	\$49,443.00		\$0.00
	F1906CMD-2019-01-00-00	Indiana Supreme Court - JTAC			\$348,369.60	\$348,369.60	\$1,630.40		\$0.00
<b>1906 Collecting and Maintaining Data Total</b>					<b>\$348,369.60</b>	<b>\$348,369.60</b>	<b>\$51,073.40</b>		<b>\$0.00</b>
<b>FAST Act 1906 Prohibit Racial Profiling Total</b>			<b>\$0.00</b>	<b>\$399,443.00</b>	<b>\$348,369.60</b>	<b>\$348,369.60</b>	<b>\$51,073.40</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405b OP High</b>									
<b>405b OP High</b>									
	M1X-2019-00-00-18	Holding 2018 Carry Forward - 405b OPHigh			\$0.00	\$0.00	\$299,428.95		\$0.00
	M1X-2019-00-00-19	Holding 2019 No Project Identified			\$0.00	\$0.00	\$66,976.75		\$0.00
	M1X-2019-01-00-00	Children less than 15 Occupant Protectio			\$438,508.33	\$438,508.33	\$146,029.20		\$0.00
	M1X-2019-03-00-00	Operation Belt Up			\$0.00	\$0.00	\$60,000.00		\$0.00
	M1X-2019-03-00-01	Child Safety Seats			\$46,017.97	\$46,017.97	\$18,982.03		\$0.00
<b>405b OP High Total</b>					<b>\$484,526.30</b>	<b>\$484,526.30</b>	<b>\$591,416.93</b>		<b>\$0.00</b>
<b>FAST Act 405b OP High Total</b>			<b>\$776,514.28</b>	<b>\$299,428.95</b>	<b>\$484,526.30</b>	<b>\$484,526.30</b>	<b>\$591,416.93</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FAST Act 405c Data Program</b>									
<b>405c Data Program</b>									
	M3DA-2019-00-00-18	Holding 2018 Carry Forward - 405C			\$0.00	\$0.00	\$462,608.23		\$0.00
	M3DA-2019-00-00-19	Holding 2019 No Project Identified			\$0.00	\$0.00	\$443,065.59		\$0.00
	M3DA-2019-01-00-00	Project Management			\$21,588.81	\$21,588.81	\$38,411.19		\$0.00
	M3DA-2019-02-00-00	Center for Road Safety/Purdue University			\$113,522.75	\$113,522.75	\$1,477.25		\$0.00
	M3DA-2019-03-00-00	Indiana Supreme Court			\$0.00	\$0.00	\$1,552.83		\$0.00
	M3DA-2019-04-00-00	Department of Homeland Security - DHS			\$84,449.29	\$84,449.29	\$8,633.16		\$0.00
	M3DA-2019-05-00-00	Indiana State Dept of Health - ISDH			\$12,744.00	\$12,744.00	\$157,508.00		\$0.00
	M3DA-2019-06-00-00	Bureau of Motor Vehicles Data Compliatio			\$0.00	\$0.00	\$2,000.00		\$0.00
<b>405c Data Program Total</b>					<b>\$232,304.85</b>	<b>\$232,304.85</b>	<b>\$1,115,256.25</b>		<b>\$0.00</b>
<b>FAST Act 405c Data Program Total</b>			<b>\$884,952.87</b>	<b>\$462,608.23</b>	<b>\$232,304.85</b>	<b>\$232,304.85</b>	<b>\$1,115,256.25</b>	<b>\$0.00</b>	<b>\$0.00</b>

## Status of Obligations and Expenditures

State: Indiana

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Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
FAST Act 405d Impaired Driving Low									
405d Impaired Driving Low									
	M6X-2019-00-00-18	Holding 2018 Carry Forward - 405d Impair			\$ .00	\$ .00	\$1,771,387.43		\$ .00
	M6X-2019-00-00-19	Holding 2019 No Project Identified			\$ .00	\$ .00	\$107,604.70		\$ .00
	M6X-2019-01-00-00	Project Management			\$37,348.28	\$37,348.28	\$37,651.72		\$ .00
	M6X-2019-04-00-00	SFST/DRE Program			\$361,919.09	\$361,919.09	\$8,080.91		\$ .00
	M6X-2019-04-00-05	DRE Tablet Data Entry & Management			\$38,159.50	\$38,159.50	\$76,840.50		\$ .00
	M6X-2019-06-00-00	Traffic Saftey Resource Prosecutor			\$170,267.65	\$170,267.65	\$14,732.35		\$ .00
	M6X-2019-06-00-01	State Excise Police - ATC			\$ .00	\$ .00	\$ .00		\$ .00
	M6X-2019-07-00-00	Department of Toxicology - Backlog Reduc			\$936,915.54	\$936,915.54	\$30,240.09		\$ .00
	M6X-2019-10-00-08	Indiana State Police (Impaired Driver)			\$301,968.30	\$301,968.30	\$148,031.70		\$ .00
	M6X-2019-12-00-08	Judicial Outreach Liaison			\$39,600.00	\$39,600.00	\$30,400.00		\$ .00
	M6X-2019-15-00-01	Motorcycle HVE			\$ .00	\$ .00	\$ .00		\$ .00
405d Impaired Driving Low Total					\$1,886,178.36	\$1,886,178.36	\$2,224,969.40		\$ .00
405d Low Court Support									
	FDLCS-2019-00-00-01	DWI Court Training			\$ .00	\$ .00	\$110,000.00		\$ .00
405d Low Court Support Total					\$ .00	\$ .00	\$110,000.00		\$ .00
405d Low Ignition Interlock									
	FDLII-2019-01-01-01	Ignition Interlock Management			\$ .00	\$ .00	\$80,000.00		\$ .00
405d Low Ignition Interlock Total					\$ .00	\$ .00	\$80,000.00		\$ .00
405d Low Paid/Earned Media									
	FDLPEM-2019-07-03-12	Paid Advertising Impaired Driver			\$446,520.59	\$446,520.59	\$308,479.41		\$ .00
405d Low Paid/Earned Media Total					\$446,520.59	\$446,520.59	\$308,479.41		\$ .00
405d Low Motorcycle Safety									
	FDL*MC-2019-00-01-01	Unendorsed MC Rider Initiative			\$ .00	\$ .00	\$20,000.00		\$ .00
405d Low Motorcycle Safety Total					\$ .00	\$ .00	\$20,000.00		\$ .00
405d Low Speed Enforcement									
	FDL*SE-2019-02-05-18	Moving Radar			\$1,491,671.00	\$1,491,671.00	\$8,329.00		\$ .00
405d Low Speed Enforcement Total					\$1,491,671.00	\$1,491,671.00	\$8,329.00		\$ .00
405d Low Paid Advertising									
	FDL*PM-2019-05-05-05	Paid Advertising General Traffic Saftey			\$487,793.98	\$487,793.98	\$12,206.02		\$ .00
405d Low Paid Advertising Total					\$487,793.98	\$487,793.98	\$12,206.02		\$ .00
FAST Act 405d Impaired Driving Low Total			\$3,050,764.36	\$4,025,383.40	\$4,312,163.93	\$4,312,163.93	\$2,763,983.83	\$ .00	\$ .00

## Status of Obligations and Expenditures

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State: Indiana

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
<b>FAST Act 405e Special Distracted Driving</b>									
<b>405e Distracted Driving</b>									
	FESX-2019-00-00-18	Holding 2018 Carry Forward - 405e Sp Dis			\$ .00	\$ .00	\$68,352.36		\$ .00
	FESX-2019-01-00-00	Distracted Driving			\$91,930.58	\$91,930.58	\$8,069.42		\$ .00
<b>405e Distracted Driving Total</b>					<b>\$91,930.58</b>	<b>\$91,930.58</b>	<b>\$76,421.78</b>		<b>\$ .00</b>
<b>FAST Act 405e Special Distracted Driving Total</b>			<b>\$ .00</b>	<b>\$168,352.36</b>	<b>\$91,930.58</b>	<b>\$91,930.58</b>	<b>\$76,421.78</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Programs</b>									
<b>405f Motorcyclist Awareness</b>									
	M9MA-2019-02-02-01	Motorcycle Awareness			\$31,261.32	\$31,261.32	\$18,738.68		\$ .00
	M9MA-2019-08-01-01	Project Management			\$ .00	\$ .00	\$15,000.00		\$ .00
<b>405f Motorcyclist Awareness Total</b>					<b>\$31,261.32</b>	<b>\$31,261.32</b>	<b>\$33,738.68</b>		<b>\$ .00</b>
<b>405f Motorcycle Programs</b>									
	M9X-2019-00-00-18	Holding 2018 Carry Forward - 405f MtrCyl			\$ .00	\$ .00	\$99,729.25		\$ .00
	M9X-2019-00-00-19	Holding 2019 No Project Identified			\$ .00	\$ .00	\$60,605.09		\$ .00
<b>405f Motorcycle Programs Total</b>					<b>\$ .00</b>	<b>\$ .00</b>	<b>\$160,334.34</b>		<b>\$ .00</b>
<b>FAST Act 405f Motorcycle Programs Total</b>			<b>\$96,868.79</b>	<b>\$128,465.55</b>	<b>\$31,261.32</b>	<b>\$31,261.32</b>	<b>\$194,073.02</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>NHTSA Total</b>			<b>\$12,534,406.25</b>	<b>\$11,847,356.61</b>	<b>\$12,390,236.02</b>	<b>\$12,390,236.02</b>	<b>\$11,991,526.84</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>Total</b>			<b>\$12,534,406.25</b>	<b>\$11,847,356.61</b>	<b>\$12,390,236.02</b>	<b>\$12,390,236.02</b>	<b>\$11,991,526.84</b>	<b>\$ .00</b>	<b>\$ .00</b>